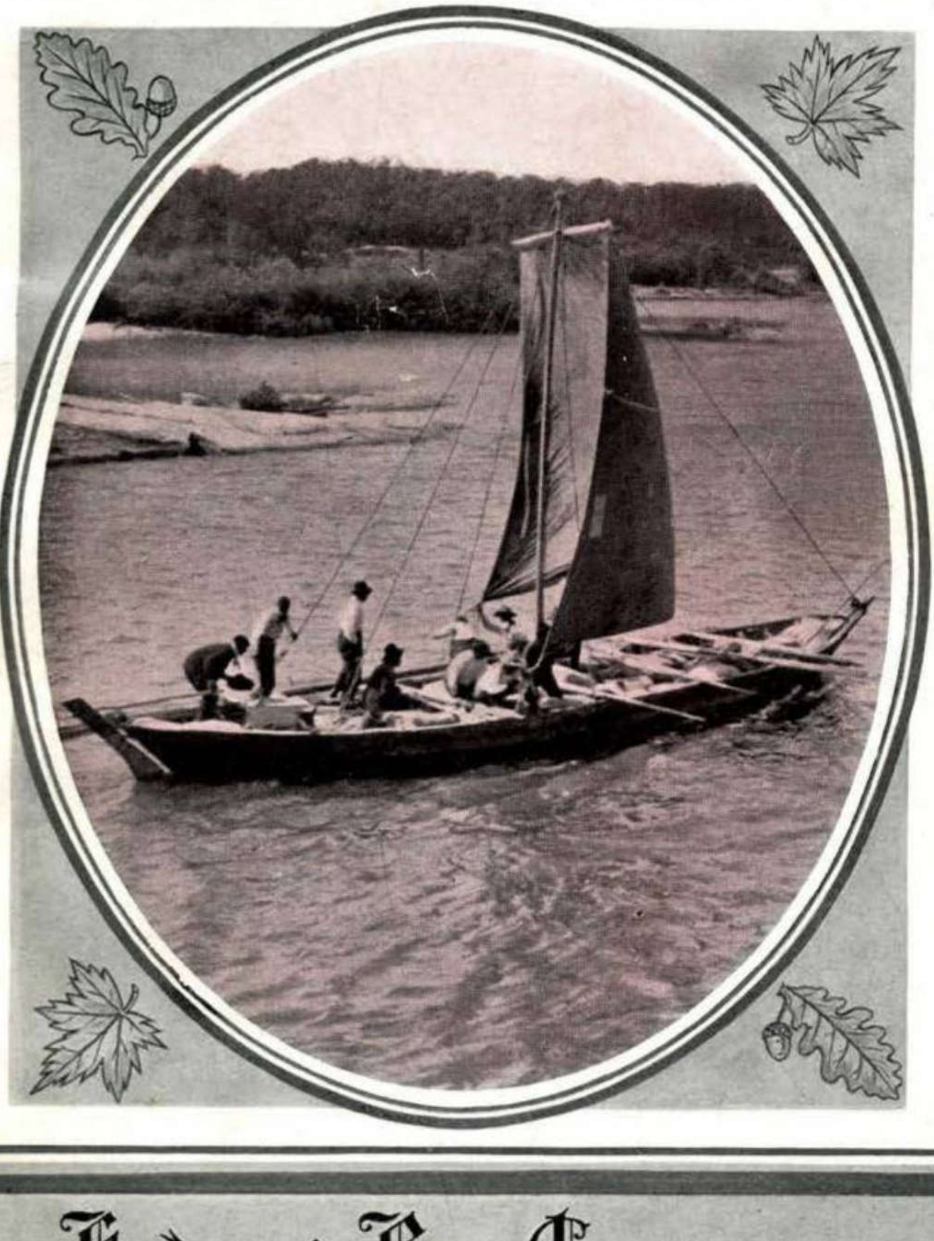
The Beaver

No. 2 OUTFIT 262 SEPT. 1931



Hudson's Bay Company

INCORPORATED 2ND MAY 1670

The Governor and Company of Adventurers of England trading into Hudson's Bay

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Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

The Beaver

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The HBC Packet

AT the annual General Court held in London on the 29th July, 1931, the appointment of Mr. Patrick Ashley Cooper as Governor of the Company was confirmed by the proprietors. On another page we take pleasure in reproducing a photograph of our new Governor, together with a message for the staff received from him by Mr. George W. Allan, K.C., chairman of the Canadian Committee.

Mr. Ashley Cooper is a native of Aberdeen, from which city many men have entered the service of the Hudson's Bay Company. He was educated in Aberdeen and at Trinity College, Cambridge. He served in France during the Great War with the British Expeditionary Force, and, on demobilization, returned to a business life in the city of London.

In addition to being chairman and director of numerous companies in London, Mr. Ashley Cooper is a member of the Economy Committee appointed by the Prime Minister of Great Britain.

He is the thirtieth of a long line of illustrious Hudson's Bay Company governors.

It is with pleasure that we note he will be visiting Canada in the near future.

* * * * *

At the annual General Court, a report of which appears in this issue, the newly constituted Board of the Company was unanimously confirmed by the proprietors.

* * * * *

On the 20th July, 1931, the Province of British Columbia celebrated the Diamond Jubilee of its entry into Confederation.

The history of the development of British Columbia is naturally bound up with the progress of the Hudson's Bay Company on the Pacific Coast. Prior to confederation, the dispute as to the international boundary line dividing the State of Oregon and Canada was settled by a joint commission, and the findings of that commission were greatly influenced by the fact that what is now British Columbia had been for so many years occupied by the Hudson's Bay Company, a British organization.

On the occasion of this Diamond Jubilee celebration, the Governor and Committee of the Company exchanged telegraphic greetings with the Lieutenant-Governor and the Prime Minister of the province, to which hearty thanks were extended by the Prime Minister on behalf of the people of British Columbia.

* * * * *

On July 7, the S.S. *Baychimo*, the supply vessel of the Western Arctic district, left Vancouver with merchandise for the Company's posts, supplies for the Royal Canadian Mounted Police and missionary stations, and a large shipment of lumber for a new police barracks at Fort Hearne on the Coppermine river. At the time of going to press, news has been received that the *Baychimo* has been experiencing difficult ice conditions off Point Barrow but is now on on her way to Herschel Island.

On the 15th July, the S.S. *Ungava* left Montreal for her annual voyage to the Company's posts on the Labrador, Hudson Strait, around Hudson Bay, and on the northern shore of Baffin Island. She will visit in all about twenty of the Company's posts.

Owing to the large amount of the Company's supplies for posts on Hudson Bay having been shipped this year by rail via Churchill, it was only necessary to send one vessel into the Bay, and the veteran vessel of the Company's ocean-going fleet, the S.S. *Nascopie*, has not been put into commission this year.

* * * * *

Congratulations have recently been showered on Mr. George W. Allan, K.C., member of the London Board and chairman of the Canadian Committee, who celebrated his seventy-first birthday on 13th August. Mr. Allan makes his home in Winnipeg. He is one of the city's most prominent professional and business men and one of its most popular citizens.

We, too, would extend our best wishes to Mr. Allan at this time, expressing the hope that he may long continue to enjoy good health and happiness.

* * * * *

In our last number we featured Hudson's Bay House, the Company's headquarters in Canada. We are following this up in the present issue with photographs and special articles on our Winnipeg store. As many of our departmental stores in Western Canada are the outgrowth from early fur trade posts, and as several of our great cities of Western Canada found their origin in these Hudson's Bay Company posts, we propose to feature our various large stores in successive issues of *The Beaver*—Vancouver, Calgary, Victoria, Edmonton and Saskatoon.

To the staffs in all branches of the service, we recommend a careful perusal of these articles as a means of acquiring a wider acquaintance with our vast and interesting organization.

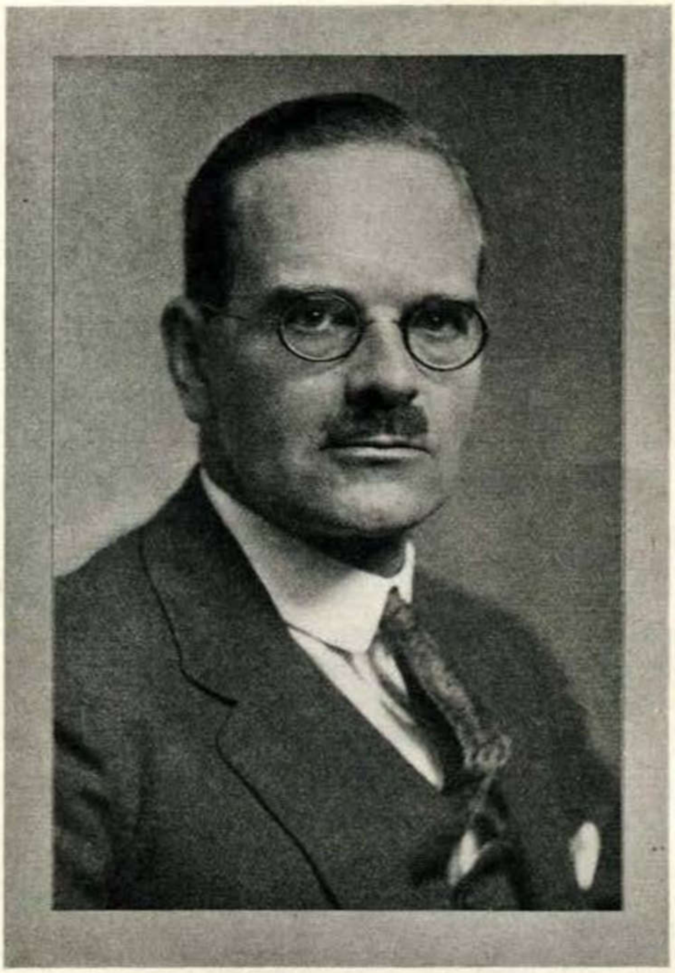
* * * * *

Chief Factor Ralph Parsons left Winnipeg on 16th July on a tour of inspection of the Mackenzie River and Western Arctic districts. He was to join the *Baychimo* at Herschel Island and visit the Western Arctic posts, but on account of the ship being held up by ice southwest of Point Barrow, he had decided to travel by aeroplane from Herschel Island as far east as Fort Hearne, visiting posts en route, returning by air to Edmonton. He is expected back in Winnipeg early in September.

* * *

Whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report: if there be any virtue, and if there be any praise, think on these things.—Philippians IV, 8.

They shall beat their swords into plowshares, and their spears into pruning-hooks; nation shall not lift up sword against nation, neither shall they learn war any more.—Micah IV, 3.



PATRICK ASHLEY COOPER, ESQUIRE
Thirtieth Governor of the Hudson's Bay Company

THE GOVERNOR'S MESSAGE

I am shortly leaving for Canada, and, although our organization stretches too far for me to visit you all, I am looking forward to meeting many of you this Fall.

I have become Governor of this Company at a time of stress unknown for generations. Trading conditions bring daily difficulties and sacrifices to you all. But it is times like these that test our qualities. We have no intention of allowing circumstances to master us.

In our long history there have been crises, but always the Company has been saved by the loyalty and determination of its servants. Today the Hudson's Bay Company requires your greatest efforts to bring it back to its old prosperity.

ASHLEY COOPER, *Governor*.

These Snow Houses of the Central Eskimos melt in spring and leave no remains. Often they are built on the frozen sea.

Who Are the Eskimos?

(All Rights Reserved)

By D. JENNESS, National Museum of Canada

THE navigators who explored the Arctic during the seventeenth and eighteenth centuries looked upon the Eskimos as a strange "blubbery" people who were very much the same from Greenland to Bering Strait but quite unlike all other races of mankind. They described them as a short, thick-set people with high cheek bones and dark beady eyes, who clung to the coast line and differed in appearance, language, customs, and even temperament, from the hostile Indians behind them. In winter they burrowed themselves in snow houses and travelled by sled and dog-team; in summer they lived in skin tents, travelled in open boats covered with skin, and hunted seals and walruses from narrow, one-man kayaks. Completely enveloped in fur from head to foot, jabbering an unintelligible language, and flourishing where white men starved, they seemed to these earliest explorers, who met them but rarely, more like the fur-covered animals around them than real human beings who laughed and cried, danced and sang, struggled and suffered toil and hardship to provide food and comfortable homes for their wives and little children.

The explorers of the nineteenth century knew the Eskimos more intimately. They used them as guides and hunters, and found them not only as intelligent as the Indians to the southward, but far more cheerful and reliable. For the first time, too, they discovered differences among them. Over a large part of Arctic Canada they did not travel in skin covered umiaks, or use their kayaks to hunt seals and walruses. It was only some of the tribes that lived in snow huts; others, from the Mackenzie River delta westward, built substantial log cabins from the driftwood that piled up on their shores. There were Eskimos inland from Hudson Bay who never visited the sea-coast at all, but lived like their Indian neighbours on caribou that roamed the land and fish that abounded in the lakes and rivers. Was it not possible then, said the nineteenth century travellers, that the Eskimos were only a peculiar branch of the Indians of America, a branch that had been driven north into the Arctic, where new conditions of life and a severer climate had changed both their appearance and their customs?

Everywhere the Eskimos use tents in summer, either of skin or of cloth. Here today and gone tomorrow, the only records they leave are the rings of stones that held down their edges.

Today we are gradually unravelling the history of the Eskimos with the spade and trowel. In Alaska, Canada, Labrador and Greenland scientists are busily digging up the sites of old houses and rubbish heaps, not in the haphazard manner of former travellers, who sought only curios to take home to their friends, but by carefully removing the soil, layer by layer, and separating the specimens from different sites as well as from different levels within each site. All over the Canadian Arctic, and in parts of Greenland, we have found old stone houses erected by early tribes, who apparently did not know how to build snow huts like the modern Eskimos of this region, but who hunted whales from their open umiaks in exactly the same way and with exactly the same types of harpoons as the Eskimos of Alaska about the time America was first discovered. We have learned that some ten or twelve centuries ago a strong tide of migration set from Alaska eastward and carried the Eskimos across the north of Canada to Labrador and Greenland. At first the wanderers built log cabins like those they had occupied in Alaska, for we find the ruins of their wooden huts as far east as Coronation Gulf. There, however, the driftwood petered out, and the farther east they travelled from the Mackenzie river the more difficulty they had in finding even enough wood for the frames of their boats and the handles of their tools and weapons. So, for their dwellings they had recourse to stone instead, and piled the rocks loosely one on top of another without any kind of mortar, merely stopping the chinks with turf and moss.

We do not know exactly how many centuries these whale-hunting Eskimos occupied the Arctic coast of Canada and the shores of Hudson Bay. They had disappeared before Europeans arrived on the scene, for Eskimos who had previously lived inland east of Great Slave and Great Bear lakes pushed seaward, under pressure, perhaps, from Indian tribes, and absorbed or drove out their whale-hunting kindred. These were the Eskimos whom Europeans found in possession of the Arctic coast from Coronation Gulf to the Magnetic Pole and around the shores of Hudson Bay and Baffin Island, the Eskimos who are busily trapping today to supply our markets with white fox skins. It was only on Southampton Island that there survived a remnant of the ancient population, and they were completely destroyed by an epidemic of typhoid in the winter of 1902-3.

A Ruined House on the Coast of Alaska, built about one hundred years ago.

We thought, for a time, that the old whale-hunting Eskimos who erected these stone houses in the eastern Arctic were the first inhabitants of the region. Of course, there were the inland natives, but they only descended to the coast in comparatively recent times, perhaps not earlier than five centuries ago. About 1920, however, the Hudson's Bay Company museum in Winnipeg received large collections of specimens gathered by its factors from Coats Island and other places around Hudson Strait. Some of these specimens were very peculiar, unlike any that we had known before; but, unfortunately, they were mingled with modern Eskimo specimens and with the tools and weapons of the old whale-hunting people, for the Eskimos who had dug them up had not been trained to excavate scientifically, and did not know the importance of separating the finds from different sites or of determining their relative ages. More recently we have found similar specimens at several places on Baffin Island, and along the western coast of Newfoundland, which the Eskimos had abandoned before Cabot discovered the island in 1497. In consequence, we now believe that the whale hunters were not the first Eskimos to inhabit the shores of the eastern Arctic, that there was a still earlier population which had probably broken away from the inland Eskimos and taken to hunting seals and walruses along the coast.

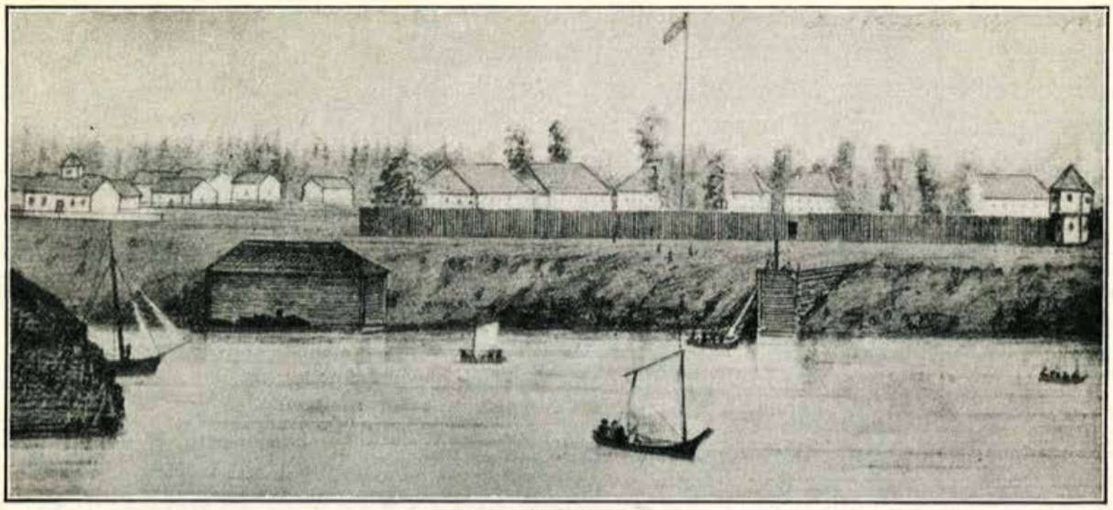
Now let us turn to the western Arctic, to the shores of Alaska and Siberia on both sides of Bering Strait. Whale-hunting Eskimos have inhabited this region for many centuries, right down to the present day, and in old villages that they have abandoned we have found exactly the same tools and weapons as in the stone houses of the eastern Arctic. Alaska was the original home of the whale hunters, the motherland that some of them deserted to wander over Arctic Canada and Greenland. But how, and whence, did they first reach Alaska?

Two or three thousand years ago, there lived on St. Lawrence island and in other places around the Bering Sea Eskimos who resembled the whale hunters in many ways, but who seemingly possessed no equipment for hunting whales, and who decorated their ivory tools and weapons in a style quite different from that of later Eskimos. It is only within the last five years that we have come upon their remains, only a year ago we discovered and excavated one of their long buried villages. We cannot doubt that they were the forefathers of the whale hunters, but as yet we have found no trace of their presence in other places, or of any people earlier than themselves in the western Arctic. So far from solving the question of where the whale hunters come from, they have merely pushed our difficulties a little farther back.

Evidently the history of the Eskimos has been much more complex than we imagined; more complex, perhaps, than we realize even today. The careful digging of old remains has carried it back over many centuries, but even the earliest of these remains reveal the Eskimos as a distinct people unlike any other people in Asia or America. If our oldest village site goes back 3000 years, as seems quite possible, it must surely have required 3000 years more for the Eskimos to develop so many peculiarities in their physical appearance and in their manner of life. Archaeology gives us no clue to this transition period, and we can only guess at what has happened. Let us then forget that we are scientists, and, with no one to contradict us, build an airy castle of what we may fancy has been the history of our Eskimos.

Five or six thousand years ago there drifted from Asia into America small groups of families whose men-folk hunted the wild caribou and other game. Some of them remained on the Asiatic side of Bering Strait, some in Alaska, while others slowly wandered inland until they reached the "Barren Grounds" of northern Canada. Centuries passed, and disturbances in central and western Asia drove new tribes into northeastern Siberia. Jostled and stimulated by these immigrants, the Bering Sea Eskimos, who had already learned to hunt the seals and walruses in the sea, as well as land animals, developed with amazing rapidity, borrowing from their neighbours with one hand and transforming what they borrowed with the other. To seal and walrus hunting they now added the pursuit of the whale, and, in quest of new adventures and new hunting grounds, spread farther and farther east until their vanguard at last entered Greenland shortly before the tenth century A.D., when that country was discovered and colonized by Eric the Red and his Icelanders.

Meanwhile the Eskimos on the "Barren Grounds" of Canada had felt the stirring of unrest, and the more progressive families, dissatisfied with the hardships and uncertainty of life inland, moved out to the coast of Hudson Bay, where they could combine caribou hunting with the hunting of seals and walruses. Thence they crossed into the south of Baffin Island and down the Labrador coast into Newfoundland, which, however, they abandoned before 1300 A.D. under pressure from Indian tribes. Farther north, too, they could not withstand the advance of the whale-hunting Eskimos from the west, who gradually destroyed all their settlements, or, more probably, killed the men and absorbed the women and children into their own ranks. But their destruction did not pass unavenged. New stirrings arose among their inland kinsmen, and more families pushed outward to the sea. The whale hunters became the oppressed instead of the oppressors, and after a few short generations of conflict, yielded to a new mixed population that was still holding the field when King Charles the Second, in 1670, granted his famous charter to the "Governor and Company of Adventurers of England trading into Hudson's Bay." Thus it came about that the Eskimos of the eastern Arctic were different from those of the western, while the Greenland natives, modified by their isolation for several hundred years in a new environment, were identical with neither group.



Fort Victoria in 1854

James Douglas and Fort Victoria

By ROBERT WATSON

BY Imperial Order-in-Council, the province of British Columbia was admitted into and became part of the Dominion of Canada on 20th July, 1871. Recently the Pacific Coast province commemorated its diamond jubilee of this important event in its history. As part of the celebration, a cairn was unveiled at Victoria, B.C., significant of the building of Fort Victoria in 1843, and in memory of the founder of the city of Victoria, James Douglas of the Hudson's Bay Company. A few biographical notes on the life and work of this distinguished fur trader may not be inappropriate at this time.

It is on record that James Douglas was a scion of the noble house of Black Douglas. He was born on June 5, 1803. He was educated at Lanark, Scotland, was endowed with a handsome figure and countenance, and possessed an indomitable will.

He entered the service of the North-West Company at Fort William at the age of seventeen and, resenting the coalition of the North-West Company and the Hudson's Bay Company in 1821, was about to resign and return to Scotland, but was persuaded by his life-long friend, Dr. John McLoughlin, to remain. He was assigned to Stuart Lake under William Connolly at a salary of £60 a year. In 1825 we find him at McLeod Lake with John Tod, and in 1827 the record shows that he was in charge of the fishing for the Company. In 1824 he married by acceptance the daughter of William Connolly, Amelia Connolly, at Stuart Lake, who at that time was a young woman of fifteen years while he was twenty-one. Amelia Connolly, in the course of time, became Lady Douglas. The marriage between the young people was confirmed at a later date by the Rev. Mr. Beaver.

When at Stuart Lake, young Douglas was no doubt hot-headed and not much accustomed to the ways of Indians. He got into trouble with Chief

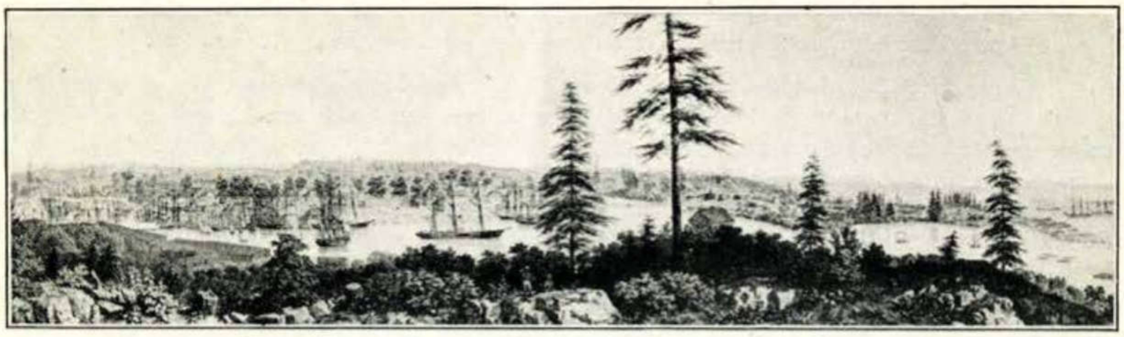
Sir James Douglas

Kwah and almost lost his life in the quarrel which ensued. The story goes that two men had been murdered by Fraser Lake Indians and their bodies thrown to the dogs. The murderers were followed up and had to pay the penalty for their misdeeds, one of them, by Douglas' orders, being repaid in the old Mosaic manner of "an eye for an eye and a tooth for a tooth," which enraged the Indians. Under Chief Kwah, the band from Fraser Lake marched into the fort at St. James. Douglas and his men rushed to defend themselves, but were overpowered, and a dagger was held to Douglas' heart awaiting the chief's order to strike. Douglas' wife, Amelia Connolly, with Nancy Boucher, dashed upstairs and commenced to throw gifts of tobacco, clothes, *et cetera*, to the Indians, who, in true Indian fashion, forgot their wrongs in their mad scramble for the gifts. Douglas took advantage of the moment and wrenched himself free, with the result that Chief Kwah finally called off his men, the inference being that he merely desired to teach the young fur trader a lesson, although such a dangerous method of tuition, in nine cases out of ten with angry Indians, must have ended in a ghastly tragedy.

James Douglas left New Caledonia in 1830 to join his old friend, Dr. McLoughlin, in the Oregon. That Douglas learned his lesson well at New Caledonia is shown in his later career. He became a shrewd trader and one well versed in the handling of the natives. Maine, the historian, tells us of a period in Douglas' life at Victoria, when one day a young clerk rushed into his presence with the thrilling news that a whole tribe of rebellious Indians had taken possession of the fort courtyard. In great excitement, the clerk cried to his master, "Shall we man the guns? Shall we fire on them, sir?" Douglas is reported to have looked up quietly at the excited young fellow and in cold measured tones to have answered, "Give them some bread and treacle—bread and treacle!" This was done, and the Indians departed, completely pacified.

When Douglas departed from Stuart Lake on January 30, 1830, he left behind him his wife and sick infant. The latter died a month or so later. In May of the following year, Mrs. Douglas set out to join her husband.

Unveiling of Fort Victoria Memorial Cairn by Premier Tolmie, 20th July, 1931



View of Victoria, Vancouver Island, Published London, England, 1860

A few years later, James Douglas became a chief factor in the Company's service, having in the meanwhile developed from an impulsive youth to a strong man with reserve, deliberation, tact and caution. He profited well by his mistakes, and was one who never fell into the error of committing the same blunder twice. He became Dr. McLoughlin's right hand lieutenant.

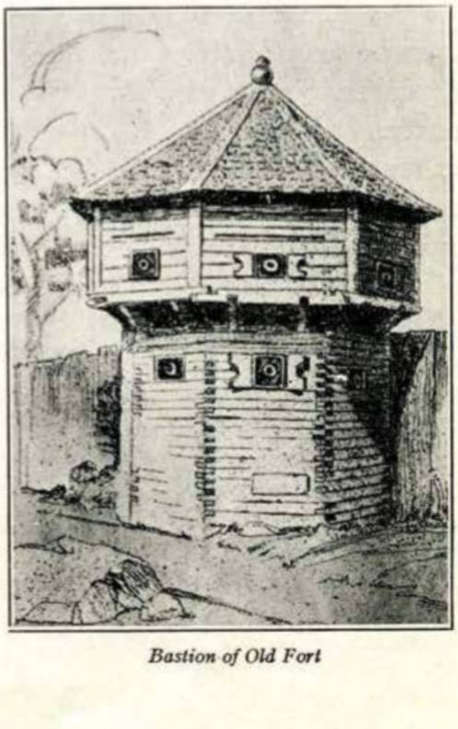
That there was something of the poet in the soul of Douglas is evident in his writings; and it required a spirit in harmony with nature to describe the morning as he did in his note book under date of 13th October, 1841:

"It was therefore doubly pleasant to see the bright sun rising in his majesty, diffusing a glorious light over the clear blue sky, tinging the masses of vapour that are still seen hanging heavily about the mountain sides, and throwing a certain cheerful light even over the dark gloomy forests that overhang the straits."

Soon ensued that famous period known as "Fifty-four-forty or fight," the boundary trouble between the U.S.A. and Great Britain, when the U.S.A. claimed the territory as far as the 54th parallel, a trouble which terminated with the Oregon Treaty of 1846. But years before, Dr. McLoughlin had anticipated the very thing that happened; and in 1842 we find James Douglas sent to locate a suitable site for a trading post well within what was considered undisputed British territory. Douglas found what he sought at Kamosum on Vancouver Island, and in March of 1843 was sent again with fifteen men on the S.S. *Beaver* from Columbia to the new site, where he anchored on March 14, 1843.

Of the founding of Fort Victoria, we have Douglas' own words describing the event pencilled in a little jotting book carefully cherished in the British Columbia archives at Victoria.

> "Tuesday, March 14th, 1843— . . . . Got under way in the morning, run into Dungeness, landed and saw the place which is there. It contains probably two hundred acres of land; the surface is rocky. Large boulders of granite are seen piercing the surface here and there. It is on a high bank, on the sea shore, at the foot of which runs a fresh water river.



Bastion of Old Fort

> There is a large village of Clallams here, and great quantities of salmon are taken in the autumn here. The Indians have small gardens on the plain and grow very fine potatoes. . . . "
>
> "Wednesday, 15th March— . . . . Went out this morning with a boat and examined the wood of the north shore of the harbour; it is not good, being generally short, crooked and almost unserviceable. On the south shore, the wood is of a better quality, and I think you will have no difficulty in getting enough for our purpose. Small wood for picketing is scarce, particularly cedar, which answers better than any other kind for that purpose from its (likeness) and greater durability underground. We will probably have to bring as much as we desire from a distance. . . . "
>
> "I am at a loss where to place the fort, as there are two positions possessing advantages, though of different kinds. Number one has a good view of the harbour, is open, clear ground and only fifty yards from the beach; on the other hand, vessels drawing fourteen feet cannot come within a hundred and thirty feet of the shore. We will, therefore, either have to (boat cargo) off and on at a great destruction of boats and considerable loss of time or be put to the expense of forming a jettie at a great amount of labour.
>
> "Number two, on the other hand, will allow of vessels lying with their sides grazing on the rocks, which form a natural wharf where their cargo may be conveniently landed from the ship's yard, and in that respect would be exceedingly advantageous; but, on the other hand, an intervening point intercepts the view so that the mouth of the port cannot be seen from it, an objection of much weight in case of vessels entering and leaving port. Another disadvantage is that the shore is there covered by thick woods to the breadth of two hundred yards, so that we must either place the fort at that distance from the landing place or clear away the thickets, which would detain us very much in our building operations. I will think more on this subject before determining the point. . . . . "

Building was commenced under the supervision of Chief Trader Charles Ross, with Roderick Finlayson as his lieutenant. Finlayson, in his autobiography, states that a square of one hundred and fifty yards was enclosed with cedar pickets eighteen feet above ground, with two block houses or bastions at the angles for defensive purposes.

Wooden buildings for dwellings and store-houses were erected inside the stockade. These houses are said to have been put up with true Scottish frugality without the driving of a single nail, wooden pegs being used.

Wooden ploughs and harrows were made and cultivation of land was commenced immediately for the purpose of assisting in the fort's maintenance. Grain was grown and thrashed and very soon the new fort was in full working order.

In the years 1846-1847, the stockade and bastions were extended and renewed, and in 1849, the Company's Pacific coast headquarters were removed from Fort Vancouver to Fort Victoria.

Dr. John Sebastion Helmcken, writing in 1850, thus described the interior of Fort Victoria:

> "There were inside about a dozen large block storey and a half buildings, say 60x40, roofed with long and wide strips of cedar bark. The buildings were for the storage of goods, Indian trading shop, and a large shop for general trade. It contained everything required. The mess room, off from which lived Mr. Douglas and family, was at the corner of (now) Fort and Government streets. The "counting house" was near (now) Wharf street. A belfry stood in the middle of the yard and its bell tolled for meals, for deaths, for weddings, for church service, for fires, and sometimes for warnings. At meal time it was assisted by curs. On Wharf street there existed a flagstaff and near it a well some eighty feet deep, but which contained but little water. The prevailing colour of the paint was "Spanish Brown" and "Whitewash" was abundant."

Fort Victoria quickly became the most important post of the Company on the Pacific Coast.

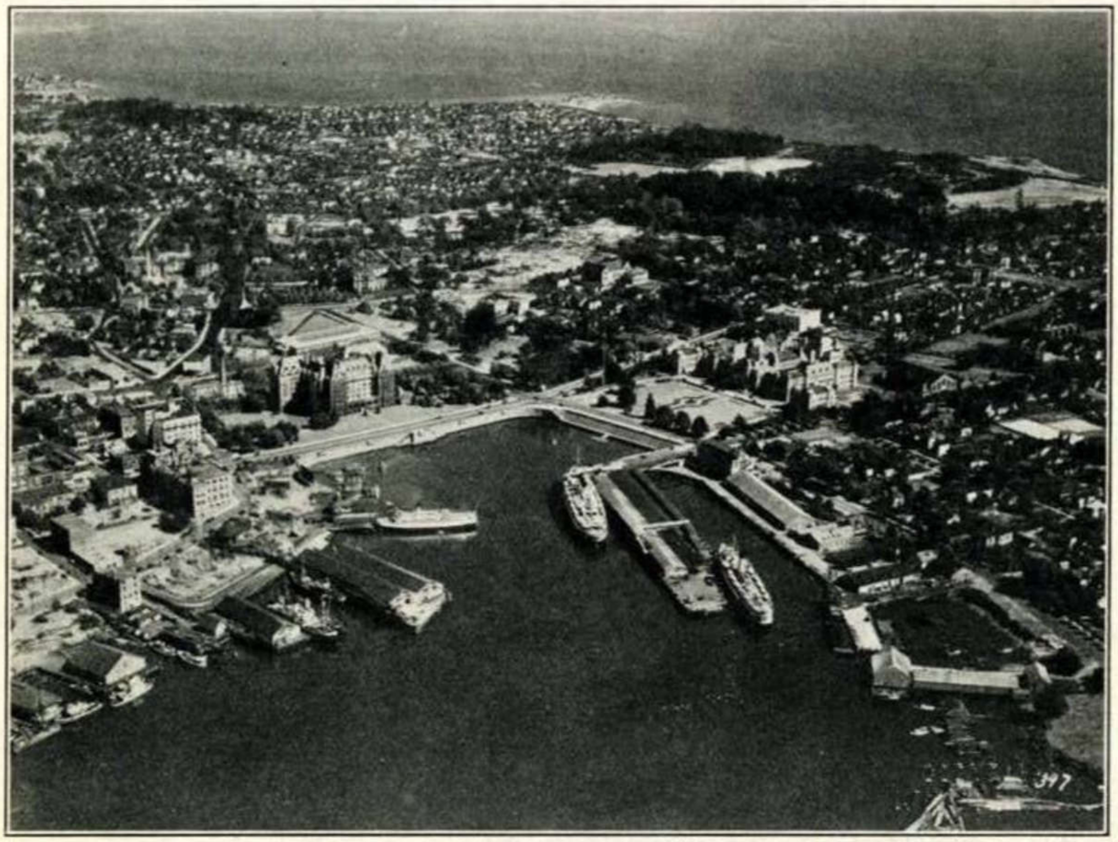
Fort Victoria was first named Fort Camosun, then Fort Albert, but from December 12, 1843, was distinctly referred to as Fort Victoria, which was in accordance with the original intention of the Hudson's Bay Company.

Following the gold rush and the demand of the people for self-government, and the granting of same, James Douglas was appointed by the Crown to the governorship of Vancouver Island, while still in the service of the Hudson's Bay Company. Vancouver Island became a crown colony in 1859, with Douglas as its first lieutenant-governor. He served the Hudson's Bay Company faithfully and well. Like Sir George Simpson, he too was an Empire builder.

He lived to enjoy the fruits of his labours and the commendations of his queen and country. He was knighted for his service in 1863, and we find a note of deep appreciation in a letter of his, dated December 15, 1866, to Miss Jane Douglas:

> "Let me now tell you of a piece of good fortune, in the midst of reverses. The Queen, God bless her, has granted me a pension for life of £500 a year. This I value as a recognition of services perhaps as much as for the money part."

Sir James Douglas died at Victoria in 1877 in the fullness of his years and honours.



Victoria To-Day *(Photo by courtesy Canadian Airways Limited)*

"Would that I might ever be near your portals by the sea,
Where great ships that brave the main boldly come, and sail again."—*R.W.*

H B C Farms at Vermilion

By E. H. GAMBLE, Hudson's Bay Company Overseas Settlement Limited

WITH a profound faith in the fact that the time had arrived when it should again take an active part in the land settlement of Canada, the Hudson's Bay Company, about five years ago, bent its efforts to the formation of what became known as the Hudson's Bay Company Overseas Settlement Limited, an organization whose special purpose was the settling of desirable British families and single men on small farms and farm situations in Western Canada.

The choosing of such farms was very carefully done—the quality of the soil, the nature of the climate, the condition of roads and other transport facilities, *et cetera*, all being very carefully considered. After much investigation, the district around Vermilion, Alberta, was selected for the experiment, where one hundred farms, all within a radius of fifty miles from that town, and close to other small centres, were mapped out for the enterprise. A house and the other necessary buildings for a farm of one hundred and twenty acres were erected on each selected holding, and five acres of virgin land were slashed, grubbed, broken, and double disced, in readiness for the prospective occupant.

The terms of sale to the new farmers were made exceedingly attractive—twenty years being allowed for the payment of the land, and eight years for the repayment of the equipment. This scheme was a patriotic as well as a business one, and decidedly imperialistic in its conception.

Immigration has exercised a paramount influence in shaping the world's destiny. In the year 1811, the Hudson's Bay Company granted Lord Selkirk 116,000 square miles of land along the Red and Assiniboine rivers for what became the first colonization scheme on the Canadian prairies.

Human history is primarily based on immigration, with the gradual assimilation of one people by another. Virgin countries must gracefully accept and solve these problems as best they can. Canada to-day, in endeavouring to solve them, is confronted with two difficulties: first, to get the right people; second, to make the necessary arrangements with a view to holding them.

From this it will be seen that the opening up of farm-lands in Canada to the right type of settler is, in the main, a great patriotic move, yet of necessity, and in justice to the settler himself, also a business one. The newcomer must not be pauperized; he must learn from the beginning that he is incurring a debt to the country of his adoption which he must pay in work and good citizenship; also, he has an indebtedness to the organization which helped him to independence and success in the new country and which has nurtured him from the infancy of inexperience to the full-grown manhood of a first-class farmer, a landowner and a respected citizen of Canada and the Empire.

In the Vermilion district, the Hudson's Bay Company is doing this work to-day, and but few people have any conception of what the undertaking means. Families are brought out from the old land, suitable farms are provided for them, and they are watched and carefully guided as they settle down on them.

The inexperienced immigrant has to be moulded into a farmer. He has to be advised on the smallest matters relative to his work on the farm; a careful eye has to be kept on the cows, horses and pigs in his care. Ambition has to be infused into him to break land as he goes along and to bring more and more under cultivation as his family grows up. Sound advice must be given at all times on all points of difficulty that may arise. At the end of twenty years, he receives a full title to the land when all loans and advances have been repaid. Thus is the immigrant helped to help himself, and he benefits Canada as a whole, because one more good man has become a citizen of the country.

The Hudson's Bay Company has at present more than one hundred families in its care in this way. Of these, six families only have become dissatisfied and have returned to England, and, in spite of the past two bad seasons, the majority of those now on the Company's farms are making steady and sure progress toward success. They are becoming independent, saving their money when it is scarce, and, when they can spare it, spending it in improving their farms. The Company's supervisor is always at hand to advise and assist.

People from Great Britain, especially those of the farming class, are inclined to be suspicious and are not easy to advise or teach. They are, however, independent by nature, and when once they become possessed of land or property, they do not readily part with it. By getting such people to settle in the country, much is done to counteract the modern revolutionary tendencies, for these people in every instance stand for security of property.

With these farms round Vermilion, only five hundred acres were under cultivation two years ago, but today there are over six thousand acres in cultivation. The land is virgin soil and all the seed sown is registered. Thus these new settlers, by good farming, are setting an example in the district.

As success is ever the best advertisement, it is hoped that by the success of these farms in Vermilion many hundreds of the right type of settlers will be desirous of coming out to Canada to participate in the same benefits should these be still available.

In the race with other nations, Canada must have men. She requires more small towns, more communities which are self-containing, with clubs, churches, halls, picture theatres, sports grounds, and municipal parks, well within reach of farms and their employees in their leisure hours. With such, the craving for the big cities, the bright lights, busy streets and hurtling cars which often assail farm help, especially after a spell of hard work and several steady pay days, would be easily combatted, and the money spent on necessaries and on amusements would be spent locally, thus benefiting the community in which the settler is primarily interested. The policy of the Company has been to teach the settler that the period of time immediately in front of him is the time of endeavour, and, if the season be a difficult one, then all the more necessity to be up and doing. With the new settler there is always the danger of too much philosophizing and too much prophesying, a little too much speculative thought and analysis. He has to learn the necessity for strong, resolute, and determined action. In other words—*work* and *results*.

These farms of the Hudson's Bay Company at Vermilion should prove but a start to bigger and better farming achievements in the Canadian West.

Glimpses of the Barren Lands

By CAPTAIN THIERRY MALLET

PART 3

NOON. Our canoe swept round a sharp curve of the river, rode the last waves of the rapids, and shot into the backwater under a high rocky bank in the lee of a hill. A family of Eskimos watched us land. They were travelling up-stream and had stopped there to "make fire" among a few willow trees.

My men started collecting sufficient firewood to boil a kettle of tea, and the natives helped them, hoping to share our meal. I strolled away, examining the Eskimos' outfit strewn on the shore. Six husky dogs, each tied to a rock by the chain of a fox trap, rose, cringing and snarling, as I passed them. A kayak stood upright against a boulder. An old wooden canoe was fastened to the bank by a long rope of reindeer hide. A handful of pemmican was thrown carelessly on the ground, while beside it lay a large platter, made of old castaway planking, containing a few sun-dried fish.

Forty feet away, up-stream, a mass of loose rocks strewn on the bank caught my eye. But what really attracted my attention was a patch of colour amid the gray of the stones.

I approached, to find, sitting in a little hollow between two boulders, a tiny little girl. She was about four years old. Dressed in caribou hide, with coat, trousers and boots, she was bareheaded, except for a thick band of native copper which encircled her forehead just above the eyes. Her mother had tied round her fat little "tummy" a wide strip of bright red stroud in the form of a sash. That was what I had seen from the camp. The child was busy playing with something white, which she was rolling back and forth on a little flat rock between her knees. It reminded me of the movement of an Indian squaw crushing barley with a round stone. The child looked up and gazed at me thoughtfully for a few seconds. Her little, round dark face was shining, and her eyes were very black and serious between the slanting eyelids. Then, satisfied, she looked down again and went on with her game, crooning to herself in baby husky which sounded very weird.

At that moment her mother called out sharply from the camp fire. Obediently, she rose and toddled away, leaving her toy behind her.

I stooped and picked it up. It was a human skull, a very, very old one, covered with mildew. Moss had crept into the sockets of the eyes and inside the cranium. I turned it round and round in my hands, wondering a little at the strangeness of my discovery, when I remembered the mass of loose stones. At a glance, I recognized a very old grave. Eskimos bury their dead on the surface of the ground, for no one can dig down more than a foot or so without finding rock or ice. I realized that the mound of stones which had been piled so long over the body had fallen apart, and that the baby girl, playing about, must have seen the skull between some of the stones and picked it up.

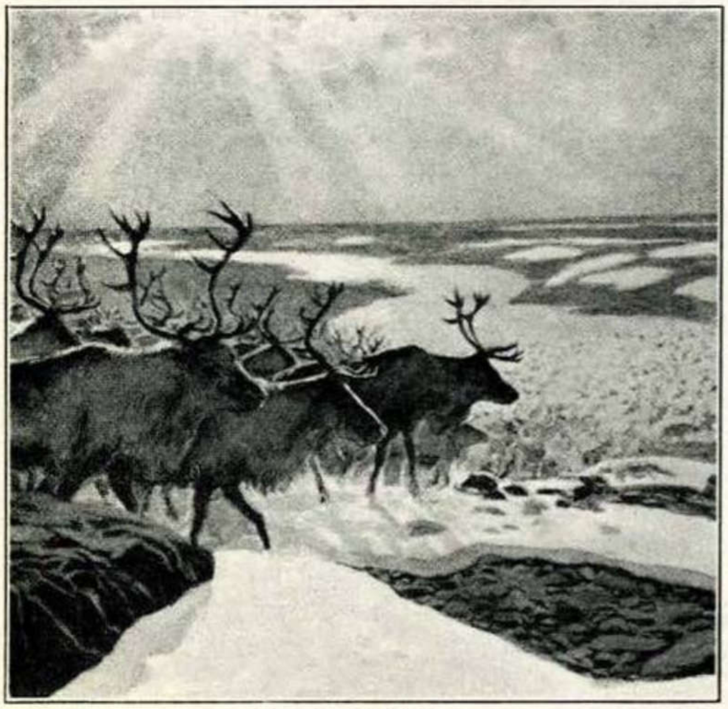
Just as I was going to throw it away, I saw something dark on the forehead. Looking closer, I found that it was a large round lead bullet, which had just pierced the forehead from the inside, remaining wedged in the bone. Turning the skull once more, I also found, at the base, the hole which it had made going in. With some effort, I extracted the bullet with my knife. It was a round ball, of an unknown calibre. No firearm dating as far back as half a century had ever fired it. The little girl had been playing with the skull of an Eskimo who had been shot—possibly a direct ancestor of hers, who knows?—and not only shot, but plainly murdered from behind.

PART 4

We had been wind-bound for two days. Twice we had attempted to get out on Yathkyed lake; twice we had been forced to turn round, with water pouring in over the gunwales of our canoe, and to seek shelter in the river. Finally we gave it up and pitched our camp a mile or so up-stream in the lee of a rock on the edge of a small sandy cove, where the river narrowed to barely one hundred yards. On the other side of the water, the country rose slightly and extended for miles and miles without a tree, a shrub, or a rock to relieve its appalling monotony. Just a desert of gray moss, rolling in waves away from us, as far as the eye could see.

We were sitting round a little fire, which we constantly fed with small dry twigs picked up here and there on the beach, when we saw across the river, on the horizon, a small yellow streak which seemed to be moving toward us. It looked exactly like a huge caterpillar creeping on the ground. We watched it intently. The yellow streak, little by little, grew in length and width until suddenly, in a second, it spread into a large spot, which, widening and widening on either side, still kept moving in our direction. It reminded me then of a swarm of locusts, such as one sees in South America, spreading over the fields after dropping to earth in a cloud from the sky.

In a few minutes, the yellow patch had grown to such a size that we realized, far as we were from it, that it covered many acres. After that, we began to see in the mass of yellow hundreds and thousands of tiny dots which moved individually. Then we knew what it was. It



Barren Lands Caribou

was a great herd of reindeer, the Barren Lands caribou, migrating south. Spellbound, we remained beside our camp fire watching probably the most stupendous sight of wild game in North America since the bygone days of the buffalo.

On and on the horde came, straight for the narrows of the river where we were camped. While the flanks of the herd stretched irregularly a mile or so on each side of the head, the latter remained plainly pointed in the same direction. One felt instinctively the unswerving leadership which governed that immense multitude. For two hours we sat there, looking and looking, until the caribou were only a few yards from the water's edge, right across the river from where we were.

An old doe, nearly white, led by twenty lengths; then came three or four full-grown bucks, walking side by side. After them started a column of animals of all sizes and descriptions. That column widened like a fan until it lost itself on either side of a swarm of caribou so closely packed together that acres and acres of gray moss were completely hidden by their moving bodies. And the noise of their hoofs and the breathing of their lungs sounded like far-away thunder.

When the old doe reached the water, she stopped. The bucks joined her on either side. Little by little, right and left, thousands of animals lined the bank for over a mile. Behind them thousands more, which could not make their way through the closed ranks in front of them, stopped. Then all their heads went up, bucks, does, yearlings, fawns, and, motionless, they looked at the Kazan river. Not a sound could be heard. My eyes ached under the strain. Beside me I could feel one of my Indians trembling like a leaf in his excitement. I started counting and reached three thousand. Then I gave it up. There were too many.

After what seemed to us an interminable pause, the leading doe and the big bucks moved forward. Unhesitatingly they walked slowly down the bank, took to the water, and started to swim across, straight for our little sandy cove.

In an instant, the whole herd had moved, and with a roar of clattering hoofs, rolling stones, and churning waters, all the animals were pouring down the bank and breasting the icy current until the river foamed. On and on they came, swimming madly to the nearest point of the opposite shore. Nothing could stop them; nothing could make them swerve.

As soon as they landed, they raced up the bank, giving way to the next ones behind them. We were standing up then, behind our fire. The first ones saw us from the water, but they never changed their direction until they touched bottom. Then they scattered slightly on either side, giving us room. The next ones followed suit. And for what seemed to us an eternity we were surrounded by a sea of caribou galloping madly inland.

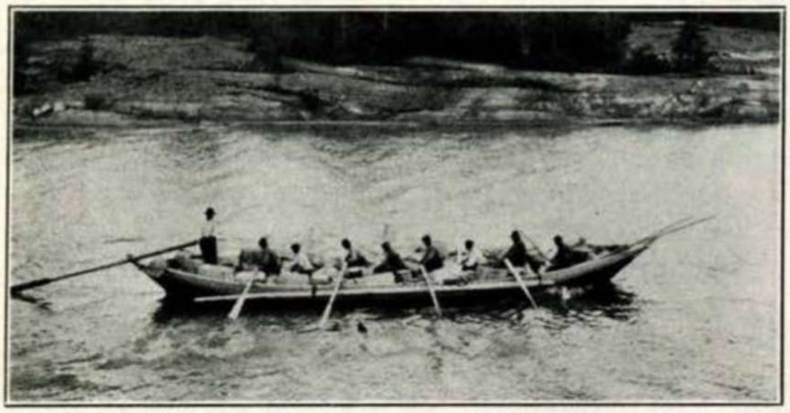
Finally the last one went by, a very small fawn, his mouth open and his tongue hanging out. Then silence reigned supreme again. The Barren Lands resumed their aspect of utter desolation. And nothing was left to show that the great herd of caribou had passed, save countless tracks on the sand and millions of gray hairs floating down the river to the sea.

(Published by kind permission of The Atlantic Monthly)

The York Boat

(Our Cover Picture)

OUR cover picture shows a York boat under sail. It is from a photograph taken at Norway House as recently as 1919 by R. A. Talbot, Keewatin district manager, and is the finest York boat picture that has ever come to *The Beaver* office.



York Boat, with Oarsmen in Action, Off Norway House

Norway House was the important inland transport and distributing point for the Hudson's Bay Company in Rupert's Land, and it was also a famous centre for the building of the York boats used in the Company's service. These boats supplanted the birchbark canoe as a means of transport in the interior waterways of Rupert's Land. They were brought into use in the late eighteen-twenties or early eighteen-thirties (J. J. Hargrave gives the date as 1826) and credit for their evolution is given to a Hudson's Bay Company factor at Norway House, William (Credo) Sinclair, son of the founder of Norway House. The call went out from Sir George Simpson and his Council for a type of boat which would prove light enough to be taken on rollers over portages, strong enough to shoot the rapids, seaworthy enough to cross such stormy waterways as Lake Winnipeg, and commodious enough to carry a cargo of eighty pieces, each of which weighed ninety to one hundred pounds, as well as a crew of eight voyageurs, and to carry a sail when required.

From the designs sent in by boat builders and carpenters throughout the service, this model, after the type of a Viking galley, known as the York boat, was evolved, although, as a matter of history, a boat in many ways similar was in use at York Factory on the Hudson Bay at an earlier period.

The dimensions of the York boat differed according to the routes covered, and were from twenty-eight feet to forty feet in length, seven feet to eight feet in beam and three to four feet in depth.

In a letter dated August 8, 1858, William Sinclair recommends the keel of a York boat to be twenty-nine and a half feet. The oars were about twenty feet long; the oarsmen were chiefly Highland Scots and French halfbreeds, tremendous men generally, with a vigour and endurance that have become legendary. The York boat carried a crew of six oarsmen, a steersman and a bowsman.

In his diary, Chief Trader Donald Ross shows the following memoranda of eight York boats built at Norway House, 1833-4:

"1st	Commenced	building	3rd Dec.	Finished	3rd Jan.	26	Working	Days.
2nd	"	"	7th Jan.	"	1st Feby.	23	"	"
3rd	"	"	3rd Feb.	"	21st Feby.	17	"	"
4th	"	"	22nd Feb.	"	18th Mar.	21	"	"
5th	"	"	19th Mar.	"	8th Apr.	18	"	"
6th	"	"	9th Apr.	"	24th Apr.	14	"	"
7th	"	"	25th Apr.	"	10th May	13	"	"
8th	"	"	12th May	"	24th May	12	"	"

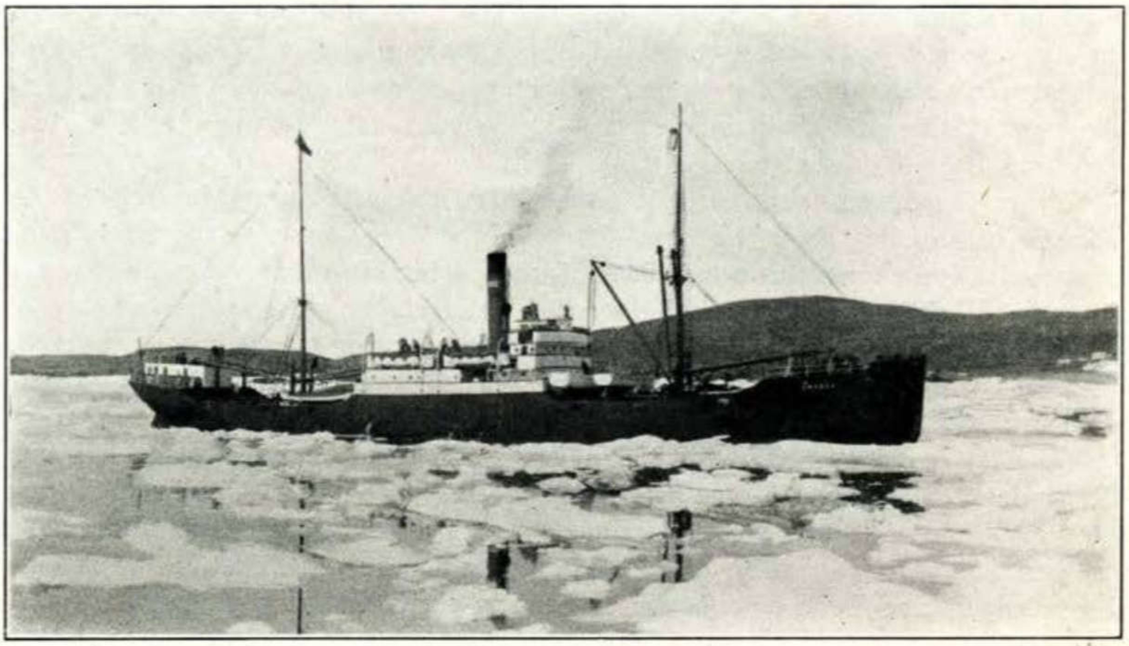
3 Carpenters—Wilson, Ritch and Gunn."

Here is Paul Kane's reference to the York boat, period 1846: "On the morning of the 14th we left Norway House, in the boats, for Playgreen Lake. These boats are about twenty-eight feet long, and strongly built, so as to be able to stand a heavy press of sail and rough weather, which they often encounter in the lakes; they carry about eighty or ninety packs of 90 lbs. each, and have a crew of seven men, a steersman and six rowers."

The last two York boats for the service were built at Norway House by William and James Robertson, old boat builders for the Company. These boats were finished and launched in the spring of 1923.

Larger boats were also built at Norway House. We read in a letter from the gentleman in charge in 1832: "Our people are now busily employed about the building of two vessels of twenty-five tons burden for the Winnipeg transport, both of which I expect to get afloat in spring."

A shipbuilding yard in the centre of Canada a hundred years ago! It seems almost incredible.



Hudson's Bay Company Steamer "Ungava" at Port Burwell, entrance to Hudson Strait

The Beaver: A Cure For All Ills

THAT the beaver has many fine characteristics we are all agreed. Its industry is an example to all humans; its fur is a thing of beauty and a joy forever; its tail, if properly cooked, is a delicacy; but we are hardly prepared to concede the beaver quite so much as did one J. F. Castorologia in his treatise published in 1685, part of which is reprinted by Horace T. Martin, F.Z.S., etc., in his book "Castorologia." According to J. F. Castorologia, the beaver was a panacea for all human ills:

"The skin of the beaver is of great utility in colic, in madness, and in spasms; it cures bed sores, and consumption in children.

"The fat of the beaver is of no less utility in medicine, and it is efficacious in all maladies which effect the nerves. It is useful in epilepsy, and prevents apoplexy and lethargy; stops spasms and convulsions, and is of great help in giddiness, toothache, asthma, dysentery and strains.

"The blood of the beaver is an efficacious remedy for epilepsy, for on giving it to a beggar boy who was subject to this malady, he was free from it for six days. I made him take some of it a second time, and I have never seen him since, which has made me believe that he was perfectly cured.

"The hair of the beaver is employed to stop hemorrhages of some kinds, as I have lately proved after a surgeon had uselessly employed styptics.

"The teeth of the beaver are attached to the necks of children to facilitate the cutting of their teeth. They are also reduced to powder and given with much success in cases of pleurisy, and they preserve children from epilepsy if taken in some soup.

"Castoreum is a proved remedy for ear-ache, and is not less efficacious in deafness. It disperses abscesses when applied externally, and is the most powerful remedy that we have for the pains of gout.

"Castoreum is a very useful remedy in headaches; and is not less efficacious in epipepsy, provided that it be employed immediately. Those who are subject to colic or pains receive solace from it, and it is a useful remedy for toothache. I have very often employed castoreum with success in headache, and I have been surprised at the promptitude with which it relieved it. Castoreum also alleviates tumours of the liver, being applied externally, as I have the opportunity of proving for myself every day.

"The wife of a 'mender of old clothes' was so much inconvenienced by sciatica that she could get no rest; I had, however, the happiness of curing her with castoreum.

"Nothing is truer than that it is very difficult to arouse a lethargic person from his stupor; I can, however, boast of having happily cured this malady with castoreum. Nobody is ignorant of the numerous maladies the spleen can cause in the human body by its swelling and painfulness, which I have often dispersed with the same remedy.

"A girl whose memory was completely lost through a malignant fever recovered it again with the help of castoreum, to the great astonishment of her parents, who thanked me a thousand times.

"Castoreum does much good to mad people; and those who are attacked with pleurisy give proof of its effect every day, however little may be given to them. Castoreum destroys fleas; is an excellent stomachic; stops hiccough; induces sleep; prevents sleepiness; strengthens the sight, and, taken up the nose, it causes sneezing and clears the brain.

"Although authors who have written of venomous animals put castoreum under the head of poisons, it is used as an antidote to the sting of scorpions, spiders and the tarantula, the bad effects of opium and even against the pestilence.

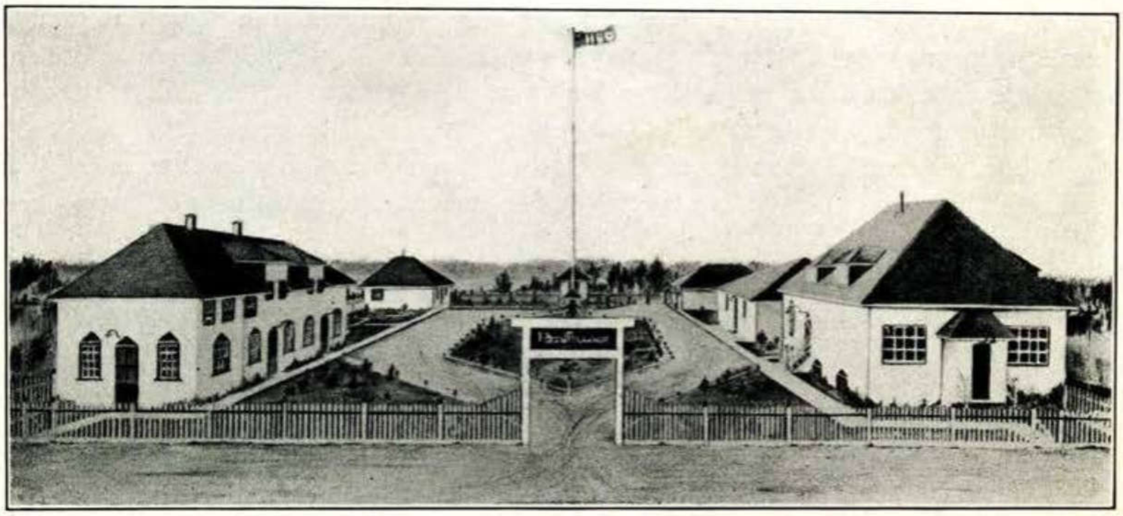
"As all these remedies have a limited virtue, and can even sometimes become injurious, one ought not to be surprised if castoreum does not always produce the anticipated result.

"These are now the uses of castoreum in *Medicine*, and I have myself witnessed most of the effects of which I have spoken, thus I give it no more praise than it merits. The doctors of Ausbourg have introduced it into thirty of the best compositions of the Pharmacopoeia.

"A Jew of my acquaintance who visited me occasionally, knowing that I studied this work, communicated to me a secret which he had learnt from his ancestors; who themselves got it from Solomon, who had proved it. He assured me that in order to acquire a prodigious memory and never to forget what one had once read, it was only necessary to wear a hat of the beaver's skin, to rub the head and spine every month with that animal's oil, and to take twice a year the weight of a gold crown-piece of castoreum.

"As this has much affinity with my subject, I did not wish to omit it, though I allow everyone the liberty of believing what he will concerning it.

"If the reader find some fault in my work, let him remember that I am but a man, and my knowledge is imperfect; and if he discovers in it anything useful, let him return thanks to Him from whom all our knowledge comes."



Fort Smith from a Sketch by Apprentice W. T. Winchester

Hudson's Bay Company Posts

Mackenzie River-Athabasca Districts

No. 3—HUDSON'S HOPE

By GEORGE PENDLETON, Mackenzie River-Athabasca Districts

HUDSON'S Hope is picturesquely situated in a mountainous country just below the canyon on the Peace river in British Columbia. Its name is said to be derived from that of an old-time prospector who toiled for many years in the vicinity, buoyed up by a great faith in the wealth he believed he would ultimately uncover.

The first buildings of which we have record were erected in 1805 on the north bank of the river by Simon Fraser and John Stuart, of the North-West Company, as a base for Fraser's exploratory work in New Caledonia. Subsequently, a post was established on the south bank at the foot of the canyon. Daniel Harmon, who passed it in 1810 on his way to assume charge of the Nor-Wester's affairs in New Caledonia, referred to it as "Rocky Mountain Portage Fort."

For some years the site seems to have been abandoned, as next we find the Hudson's Bay Company in possession, erecting buildings in the winter of 1861-62, and placing Baptiste Lafleur, an interpreter, in charge. For a while it was an outpost of Fort St. John, but in 1864 it was given the status of a post under the jurisdiction of Fort Dunvegan, then the Company's principal establishment on the Upper Peace river, with I. MacAulay in charge. Other officers in charge at this period were: W. C. King, 1865; Mr. Fordyce, 1866; Baptiste Lafleur, 1867-8. The present manager is Andrew H. Russell.

In the early sixties, a trader named Cust established himself at the west end of the portage around the canyon. He erected buildings in 1863, and from then until the spring of 1869, when the Company purchased his business, he conducted a successful trade with a band of Indians living in the vicinity. The first buildings erected by the Company were on the south bank of the river, but some time after 1868, the post was transferred to the north bank. The present trading store was erected in 1913, and other buildings since that date.

During recent years, many white people have settled around Hudson's Hope, displacing to some extent the native population of the place. The Indians, chiefly of the Beaver and Saulteaux tribes, are somewhat averse to mixing with the newcomers, and have retired farther back into the mountains. They are good hunters and very honest. A band of Saulteaux Indians were taken by the Dominion Government from Northern Saskatchewan, after the rebellion of 1885, and settled on a reserve at the eastern end of Moberly Lake, near Hudson's Hope. Two old men of the band, William and John Desjourlais, were concerned in the capture of "Big Bear" MacLean and his family, and they still retain vivid memories of that distant summer. Both of the men are regular visitors to our post. Some of the best big game hunting in Canada is to be found around Hudson's Hope, grizzlies, mountain goats and sheep being especially numerous.

A few miles from the post is a large deposit of high-grade anthracite coal. At present it is too far from a market to be worked, but will be valuable in years to come. Though two hundred and forty-five miles from a railroad, a government telegraph line extends to Hudson's Hope, and during the summer a regular steamboat service, operated by the Company's transportation department, is maintained between the post and the town of Peace River.

* * *

"Blest is the man of high ideals, who fails today, tomorrow and for days to come, but never lowers his standard nor surrenders to defeat till hand and foot, till eye and ear, till vocal chord and tongue, till mind and heart are disciplined, and all abilities of body and soul are marshalled by the will and move onward to the drum-beat of perfection."—*Anonymous.*

* * *

The Sounding Portage

By ANNIE CHARLOTTE DALTON

The wind roars and the river roars;
Strange footsteps hurrying by,
To the roaring wind and the roaring stream,
Tumultuously reply.

The wind sinks and the river sinks;
And the footsteps dwindling by,
With the fainting wind and the falling stream,
Pause, hesitate, and die.

This is the Sounding Portage where,
A mort of years ago,
Fur trappers bound for the hunting ground
Came tramping to and fro.

The red men first, with their birch canoes,
The white men next prevail:
Together, they in hardship tread
An immemorial trail.

Here, by the camp fire, tales are told,
And stranger things are said;
How the highway then is a by-way now
And portage for the dead.

The hurrying sounds make a man's flesh creep;
Though he strive to laugh and joke,
When the steps draw nigh, none make reply,
And the scarlet embers smoke.

The steps draw nigh and the rapid roars,
The listeners breathe a prayer;
They think they hear faint words of cheer
From struggling mortals there.

When the stars come out with a rapturous [shout,
The nodding campers peer
Through the fringe of trees to the ghostly [stream,
And lose in sleep their fear.

But the wind roars and the river roars,
And the footsteps hurrying by,
To the roaring wind and the roaring stream,
Tumultuously reply.

Then the wind sinks and the river sinks
With the footsteps dwindling by,
But the fainting wind and the falling stream,
Like them, can never die.

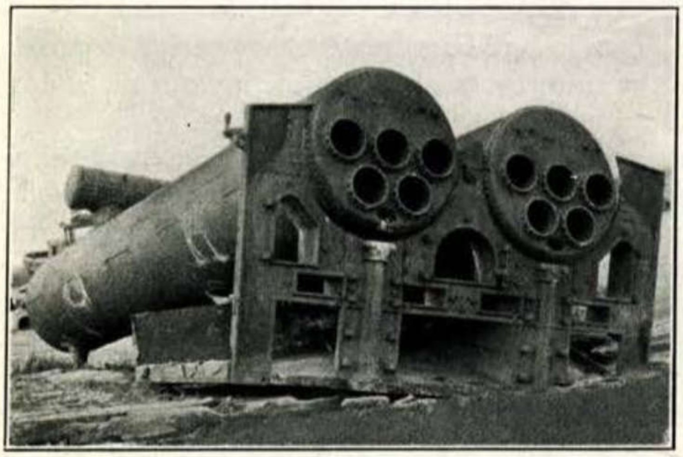
It is dawn, and the deer are drinking,
For the hasty camp is gone;
And the wind roars and the stream roars
As the tramping dead move on.

(From Mrs. Dalton's "The Neighing North," to be published shortly by Ryerson Press, Toronto)

The Steamer Northcote

By CHIEF TRADER H. M. S. COTTER

IN the important matter of transport, as in others, changing conditions have always been recognized by the Hudson's Bay Company and new methods promptly inaugurated to meet them. The Company was a pioneer in the introduction of steamboats on western lakes and rivers. A decade before the railroads reached the West, Hudson's Bay Company steamers were plying the waters of the Red river and Lake Winnipeg. And not only in that locality, for on the far away Saskatchewan river powerful boats were running and the wilderness was resounding to the mighty blast of the steam siren.



Remains of Boilers of S.S. Northcote at Cumberland House.

A visitor from the East fifty years ago would undoubtedly have been surprised could he have landed in these parts and beheld the up-to-date steam craft that were then in commission. In those days, the "Far West" was generally thought of as a remote corner of the earth. But the old Company was in the forefront of development and progress then as now.

With the advent of steam, the route to York Factory, in use for generations, was abandoned, and supplies for a time came in by St. Paul, U.S.A.

The *Northcote*, the subject of this sketch, was one of four or five steamers built during the seventies. The *Manitoba, Northwest* and *Marquis* were the names of others. They were all flat bottom stern-wheelers from one to two hundred feet in length, of very light draft, designed to "float on heavy dew" and meet low water conditions on the Saskatchewan river. Besides carrying freight, they had good passenger accommodation. This type of river steamer was common on the Mississippi, and it was from there that the builders obtained the specifications.

The *Northcote* was constructed above the Grand Rapids, where the Saskatchewan discharges into Lake Winnipeg. The heavy oak planking, beams and timbers of which she was constructed came from Georgetown, in the State of Minnesota; the machinery also came from Uncle Sam's domain, the boilers being manufactured in Cincinnati, Ohio. These were of a type long since obsolete, and were shipped in sections to the site where the hull was being built. Shipwrights and mechanics followed the material. As these were the days before the rat-a-tat-tat of the pneumatic riveter, the boilers were riveted by hand to the song of the Saskatchewan mosquito.

The *Northcote* was conspicuous in the rebellion of '85, carrying both troops and supplies and running the gauntlet at Batoche, where certain rebellious gentlemen stretched a cable across the river for the purpose of carrying away her smokestacks. This failed because the line was too high, so it is said. The smokestacks, however, were riddled with bullet holes.

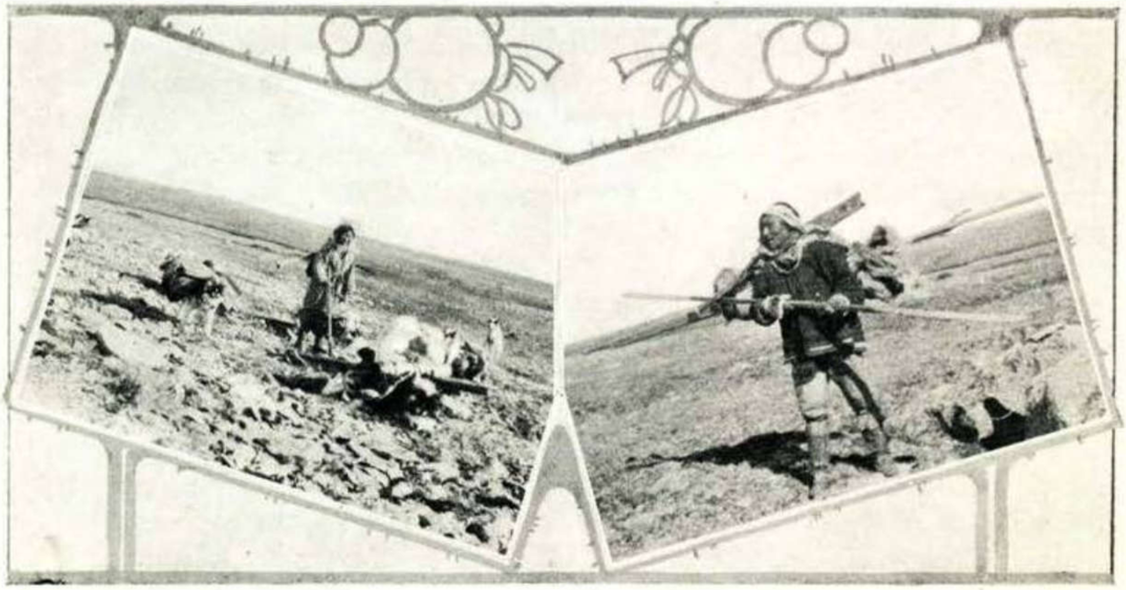
On the way down the river with the soldiers, the steamers called in at Cumberland House, and an old-timer, speaking of these soldiers, says, "They were wusser than wild Indians. I never seed the like. They stole calves, an' dogs, and even babies' cradles!"

With the coming of the railways, northern traffic was diverted to more direct routes. The Red River cart received a severe jolt, and these steamers gradually lost their usefulness. But they had served their day; and the enterprise, courage and foresight shown in building them at that period in such a remote and inaccessible part of the country, hundreds of miles from the source of material, were in themselves remarkable.

The *Northcote* was hauled up on the shores of Cumberland lake some thirty years ago. Fire, relic hunters and the elements have done their deadly work, and all that remain now are parts of her shattered floor timbers, the frame-work of the stern wheel, the massive cylinders, and the boilers.

There are no available records here to tell how she came by her name, but it is conjectured that she was named for the Rt. Hon. Sir Stafford H. Northcote, Bart., M.P. (Earl of Iddesleigh), who was Governor of the Hudson's Bay Company a few years prior to her construction (1869-1874). The old-timers speak of the steamer as the "North Goat," and imagine she was named after some nanny-goat in the Arctic Circle.

Victoria Land Eskimos



Packing Inland with Dogs

Packing by Man Power

Night and Day Watches

By HERBERT DUNK, London, England

COLD, cold winter at Fort Albany in the year 1696. Inside one of the houses an interesting document is before the governor of the fort. It is an order which sixty men will obey. The governor takes up a large sheet of paper on which the order is written and reads it aloud to John Fullerton, the deputy governor, and to Captain Joseph Davis, who is also standing by.

We listen as the governor reads and learn that the personnel of the fort is to be divided into three watches of eighteen men each. The deputy governor is to have charge of watch No. 1, and watches Nos. 2 and 3 will be headed by Captain Davis and Mr. Samuel Adams respectively. They were both, probably, officers belonging to the small contingent at the fort of the independent company of foot raised for the defence of Hudson Bay.

The governor continues his reading of the order and his great deep voice in measured rhythm gives a special emphasis to the words:

"You . . . to whom the Charge of Each Watch is given . . . " (a trust indeed!) " . . are to take it Successively one from the other, and are to watch four Hours, keeping a Man on the No. East flanker, One on the South west, one Walking in the Yard and another at the gate not Suffering any to leave their Post before such time they are relieved.

"You are to Hinder all Persons from having any Private Trade or Commerce with the Indians, But if it Should Happen that any Person or persons dare be so hardy, you are forthwith to Cease them And bring them to me.

"You are further Ordered, that he wch brings 12 a cloak every day to call upon the Cook that he gett dinner Ready Exactly at twelve. And You Two Commanders whose Watch is from duty, are to Send both your watches out to Cut Wood and do other Servile bussiness exactly at 1 a cloak and Keep them out till 4 at night except that watch wch is to succeed Next, wch you may admitt to come in just half an hour before he go out to duty.

"You are to Suffer no quarrelling, fighting nor cursing or Swearing, nor no manner of Salt meat to be rosted at the fire, Nor let any man Spend his time in Cooking for himself, there being Cooks allowed, And if at any time The Cooks do come and make Complaint that any disorderly person do come into his Cookroom either to hinder or trouble him. You are to bring him or them out and Correct him according to his desert.

"If at any time You see anything that is unusuall Your are presently To give Notice, and Call all hands to their Quarters.

"As on Before specifyed, I command you to See these things duly and Truly Performed.

"Further I enjoyn all Persons to Yeeld you due Obedience and follow such orders As you Receive of me from Time.

"Given under my Hand At Albany fort America January ye 7th 1695/6.

(Sgd) JAMES KNIGHT."

Then the reading ends. The governor takes up his pen, signs the order and, turning to the deputy governor, hands him the order, accompanying the action with a certain request. We can guess the nature of that request. It is in evidence today, as we reverently take the order in our hands, two hundred and thirty-five years after it was made.

Clearly, we decide, Governor Knight asked John Fullerton to display the order at the customary place within the fort. For at each of the four corners of this very interesting document is a small hole made by the nails which attached the order to some wall or board at Fort Albany in that year of grace, sixteen hundred and ninety-six.

The Name Manitoba

The following short article by our old fur trade friend, C. H. M. Gordon, of Pine Falls, on the meaning of the word Manitoba, is interesting, in as much as it gives an entirely different view from that of Henry McKay, in "What's in the Name of Manitoba," which appeared in December issue of "The Beaver." We publish this, not with an idea of creating controversy, but as an item that may throw additional light on the subject.

THERE is quite a difference of opinion as to the derivation of the word Manitoba. De la Verendrye, in his diary, when referring to Lake Manitoba, calls it Lac des Prairies, never Lake of the Spirits. In doing this, he simply translated the name given it by the Assiniboine Indians, who lived along its shores at the time of the discovery of that country. The explorers got the names of the lakes and rivers along the route they travelled from the Indians. They wrote them down in their diaries just as they heard them pronounced, or else they translated them into French.

In our days, it is claimed that Manitoba comes from two Indian words, *Manito-Wapan*. Let us see what Abbe Dugas, the historian, has to say in connection with this.

"I should like to know," he says, "by what transmutation *Manito-Wapan* could be changed into Manitoba. It is not the Salteaux Indians themselves that could have changed the name, which belonged to their own language; certainly they would have continued to call it *Manito-Wapan*. It is not likely that the French made the change, for they retained a great number of Indian names that are harder to pronounce than *Manito-Wapan*. The Indians that inhabited the shores of Lake Manitoba and the banks of the Assiniboine at that time were of the Assiniboine tribe, whose language resembled that of the Sioux. There were the Mata-toba, the Hic-toba, and the Ti-toba tribes. The terminal *toba* in their language means 'prairie,' and the word *mine* means 'water.' *Mine-sota* means 'yellow water;' *Mine-apolis* means 'city of the waters;' and *Mine-haha* means 'laughing water.' *Mine-toba* means 'water of the prairies,' or 'Lake of the Prairies.'

"The English, who came into the country after the French, pronounced *mine* like my-ni; hence Manitoba.

"Besides, this lake should naturally be called the lake of the prairies, and not 'the strait where the Great Spirit speaks.'"

HBC Poet's Page

The Roman Way

There is a little lonely way
By the feet of men forgot,
Where only the wind and the raindrops play
And the dusts of years untrodden stay,
Where time seems nothing and night seems day
To the little animal eyes that peep,
Where the valley lillies crowd and creep,
And the walls by the way are banked in sleep—
Down by Hardelot.

So lone it is
That each paving stone
Is brown with years, and moss and rain,
Waiting ever, and ever again,
For the clank of mounted arms, in vain;
The steps of lovers, slow and quiet,
The brawl of a students' prankish riot,
And the plodding of peasants passing by it—
So still, and so alone.

O, little way, that's lonesome so,
By the feet of men forgot,
Where quiet finds abiding place
And weary hearts for a little space
Forget the surge of the market place—
I give the gods of the Romans thanks
Who sent such minds in the Gallic ranks
As planned your path past brackened banks—
Down by Hardelot.

—Marcile.

Sea Pictures

Cliffs—and a dull leaden sky,
And the seething crash of the waves
On the rocks below.

Palms—and a coral strand,
And turtles asleep on the sand
Lulled by the breeze.

A reef—wrecks strewn far and wide;
A lagoon, whose cool waters hide
Many a tragedy.

Deep seas—and a storm tossed ship
Staggering on, decks adrip
With salt water.

Rocks—and a surging sea,
And the high flung salty white spray
of the combers.

Seals—on a wind swept shore,
Drowned souls of men at play
Among the breakers.

—Frank H. Geddes.

Sea Magic

A gale at its height,
Clouds—such a wind!
A threshing of waters,
A hissing of spray,
A tumbling of breakers,
Whirling white eddies,
Roaring seas!

Lo! the moon
Through a break
In the clouds;
Her light calm
On the turmoil below.

Stinging winds,
Biting spray,
Driven foam,
Raging seas,
Madness,
And—
Joy!

—Frank H. Geddes.

Fort Garry

The snap of the whip,
The swish of the sled,
The flash of a sash,
The snarl of the wind,
The hiss of the snow,
The numb of the frost—
Fort Garry!

The toil of the day,
The sun at the noon,
The smoke of the camp,
The star of the night,
The warmth of the snow,
The watch of the moon—
Fort Garry!

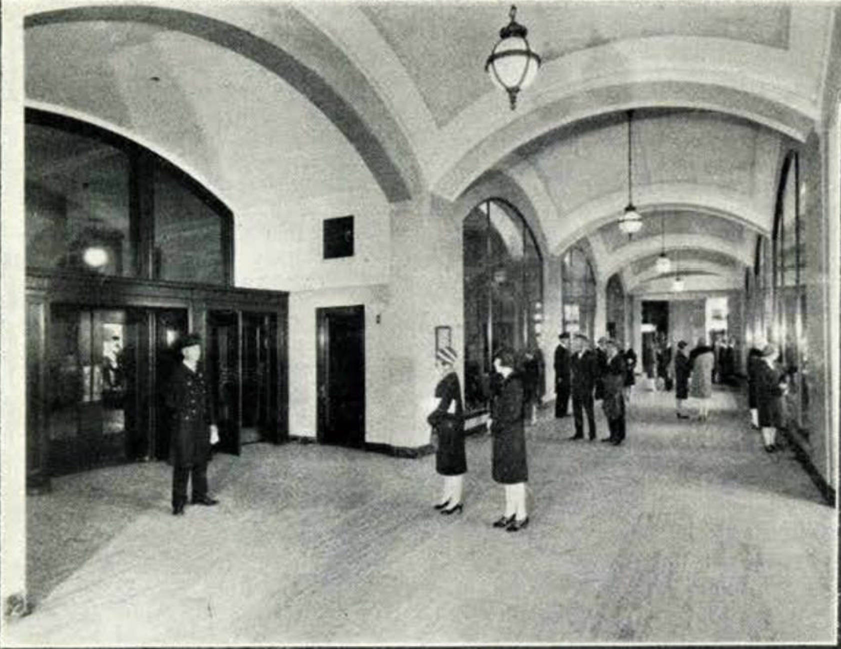
The peril of trail,
The still of the waste,
The blind of the snow,
The mile and the mile,
The mile and the mile,
The silence of mile—
Fort Garry!

The twang of the wind,
The tug of the trace,
The path of the Red,
And swifter the lead,
And the sweep of the load.
The end of the Trail—
Fort Garry!

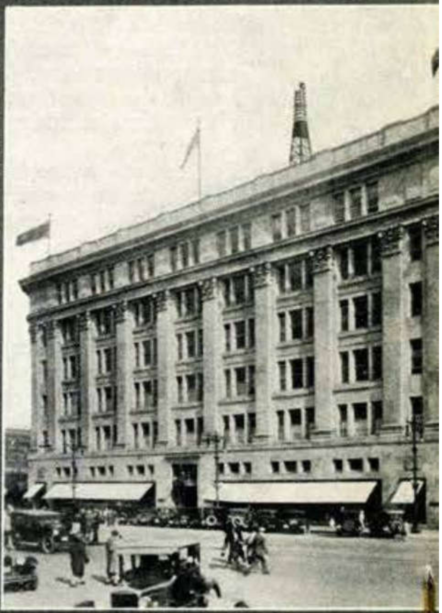
O, Men of the North,
Who ever go forth
On the trail for the world;
The iron in men
Is pledging you then
The iron men
Of Garry.

—Isabel Bayne.

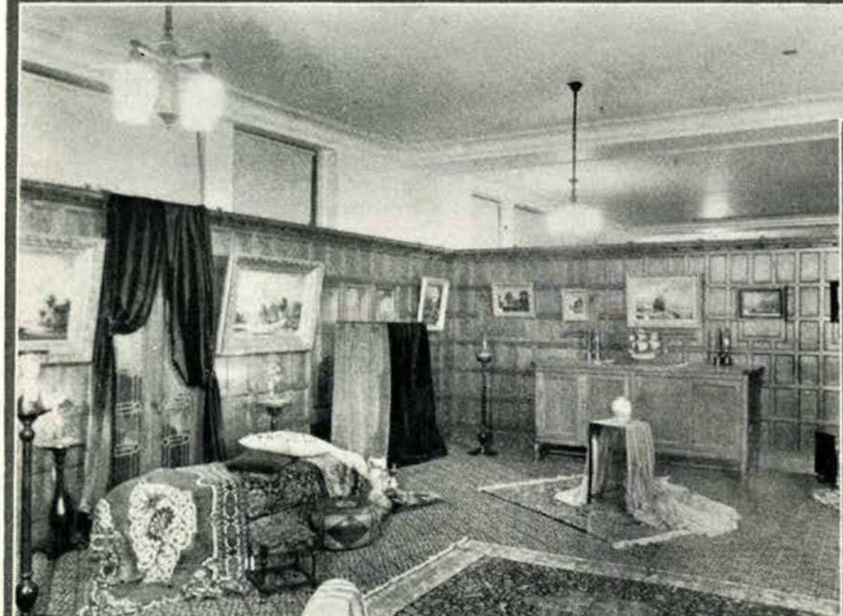
HUDSON'S BAY COMPA



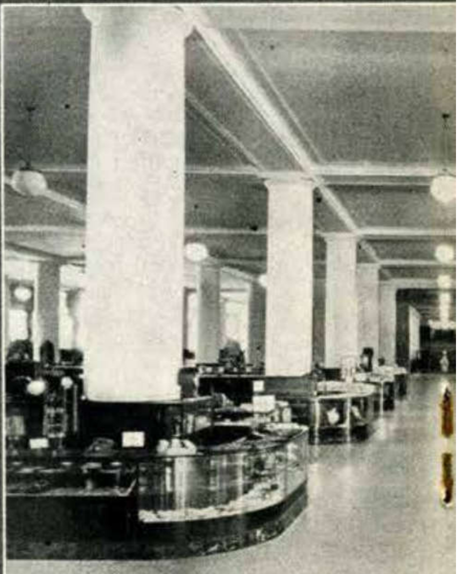
ARCADE, LOOKING WEST



THE STORE, FROM

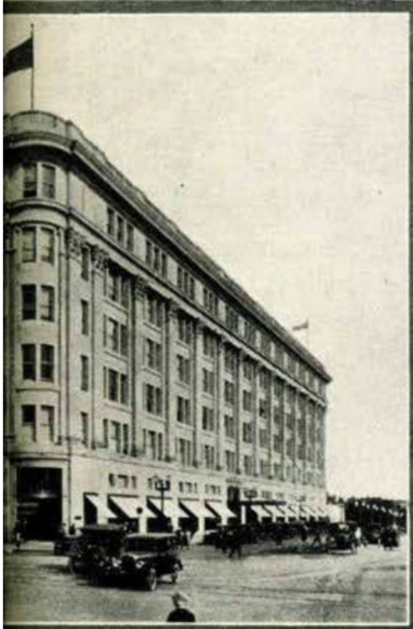


INTERIOR OF IMPORT SHOP

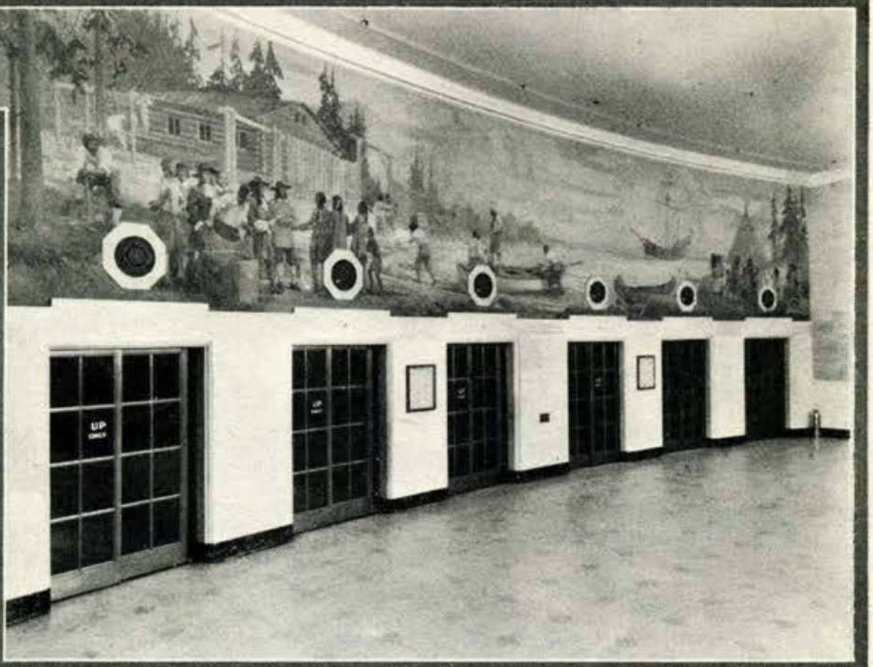


CENTRE AISLE,

NY STORE, WINNIPEG



PORTAGE AVENUE



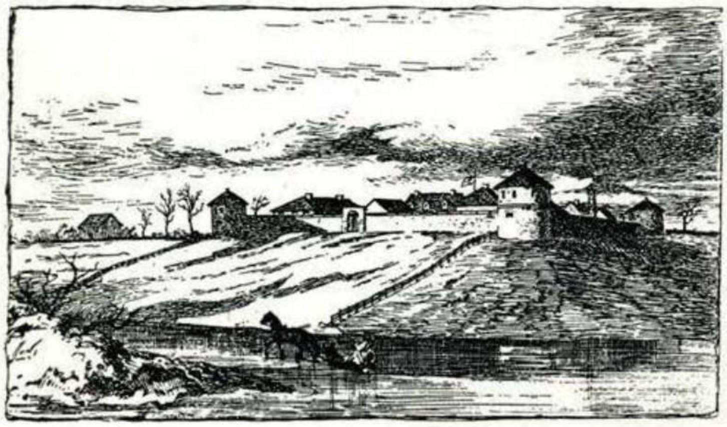
ELEVATORS, MAIN FLOOR

MAIN FLOOR

DINING ROOM, FIFTH FLOOR

Our Winnipeg Store

ONE hundred and ten years ago, the Hudson's Bay Company built Fort Garry on the north side of the Assiniboine river near the confluence of the Assiniboine and Red, and in this fort the retail store business of Winnipeg commenced. Trading was carried on until 1882, when the population had outgrown the small trading store and the Company found it necessary to build a larger establishment, which they erected on the corner of Main and York Streets. To meet the increasing business, this store was enlarged from time to time; then, on 2nd September, 1925, the first sod for the Company's new store on Portage Avenue was turned over, and on the 18th November, 1926, the new store was opened for business. The contracts let for this building were, to many of the firms engaged, the largest they had ever undertaken. To convey a slight idea of the magnitude of the work, 150,000 tons of earth were excavated; 100,000 tons of gravel, sand and cement were used in making the concrete base upon which the building stands; 5,000 tons of steel, iron and bronze were used for framework, *et cetera*; 500 radiators distribute the heating, and twenty miles of piping feed the sprinkler system of 8,000 sprinkler heads throughout the store.


Fort Garry in 1852

A spacious arcade along the entire Portage Avenue front permits the shopper to view the Company's extensive window displays in comfort under all weather conditions during and after business hours.

Fifteen and a half acres of floor space are set out with first class merchandise calculated to meet every conceivable requirement and desire—one of the finest stocks under one roof in Western Canada—and displayed in such

Winnipeg Store, Rear View, From the Air

Ladies' Coats, Second Floor.

manner that shopping becomes a pleasure as well as an entertainment.

Inside, high ceilings, wide aisles, a lack of crowding, and an abundance of pure air, convey a sense of comfortable roominess that the shopper so much enjoys.

And there is much beauty too; beauty of fixtures, beauty of design, beauty of ornamentation. Mural paintings depicting early scenes in the Company's history adorn the walls above the elevators. Other old pictures of historic value hang on the walls on the main floor, just beyond the elevators and facing the mezzanine stairway. The walls of the dining-room are also made attractive with paintings of H.R.H. Prince Rupert, first Governor of the Company, and Sir George Simpson, Governor of Rupert's Land for forty years.

Romance peeps out from every one of the sixty-three departments of the

Draperies, Fourth Floor

Carpets and Rugs, Fourth Floor

Winnipeg store, each with an interesting story to tell, for every promising market in the world has been scoured to furnish merchandise to meet the regular public requirements, as well as to attract the eye and lure the fancy of the buyer who likes new, and unusual things.

In the store will be found also beauty parlours, gift shops, post office, library, rest-room and telephone booths, all designed to provide the customer with every convenience whilst shopping.

Much could be written on the tireless endeavour of our buyers to provide furniture that is second to none in modernity, beauty of design, and reasonableness of cost; of the continuous visits of our widely experienced lady and gentlemen buyers to the fashion centres of Europe, the United States and Canada in their quests for the latest in women's wear, men's clothing and furnishings. The stories would take too long in the telling, but they all converge on the fact that they bring the choicest merchandise from all over the world to the people of Winnipeg.

Perhaps, after all, humanity is more interested in food than in anything else; and naturally so, for life itself revolves about the very important and necessary habit of eating. Merchants do well when they devote time, thought and energy to this big factor in life. Particular attention has been paid in the Winnipeg store to this branch of public catering—in the fine dining-room and the cafeteria, both situated on the fifth floor of the store, and in the extensive grocery, meat, fish, vegetable and fruit departments occupying the major portion of the spacious basement.

One can hardly realize the tremendous equipment necessary to care for the regular and special customers of a large and up-to-date restaurant. The dining-room seats 360 persons regularly, and can be extended to take care of 500 banquet guests. During the recent visit of the members of the British Medical Association, 1,500 guests were served at one sitting. The cafeteria on the same floor

Chinaware and Glassware

Groceteria, Winnipeg Store

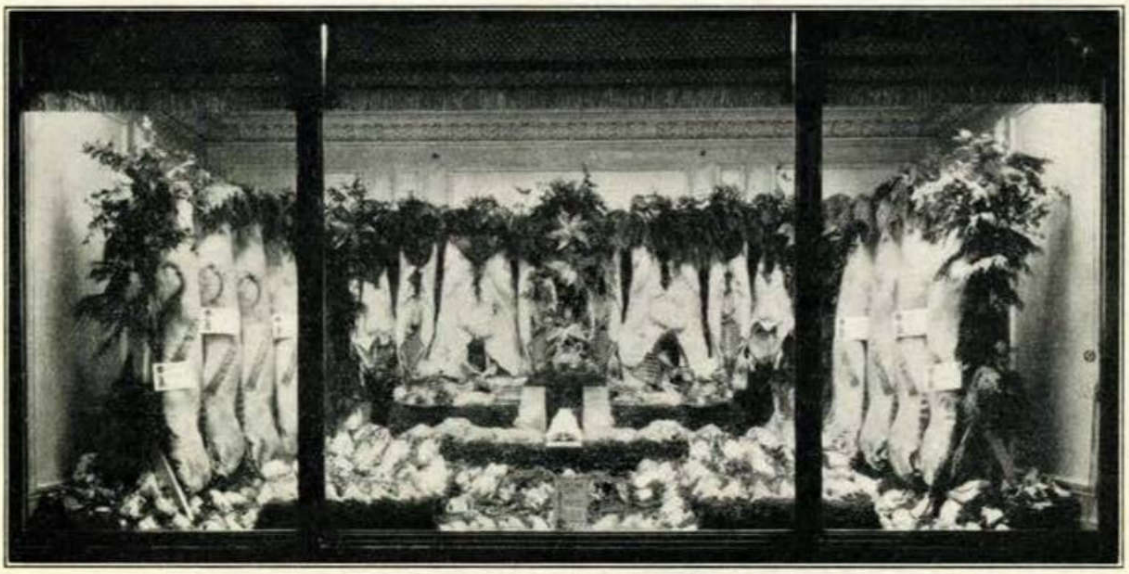
caters to 1,000 customers daily, seating 400 at a time.

Approximately 27,000 pieces of chinaware and 14,500 pieces of cutlery form part of the restaurant equipment. Three large refrigerators (each as big as an ordinary home kitchen) besides numerous smaller ones, are used to keep the foodstuffs fresh and sweet.

In the grocery, meat, fish and fresh vegetable departments in the bright and airy basement of the store, the keynotes throughout are cleanliness and freshness.

A visit "back-stage," as one might put it, is a series of astonishing and pleasant revelations. Here is made every salad sold over the counters. Here are prepared all the cooked meats and meat pastries offered to the public. Two hundred gallons of salad, fifty gallons of salad dressing and 1,000 dozen meat pastries are prepared and baked weekly, and in the making of these only the finest ingredients procurable are used. Even Manitoba gold-eyes are smoked on the premises over oak logs. Sixty to seventy thousand pounds of meat, fish and poultry are sold in this department every week, and much more than that on special occasions. Thirty to thirty-five thousand customers are served weekly, often ten thousand on a Saturday.

Three carloads of frozen fish—halibut, cod, kippers, *et cetera*—from the Pacific Coast are purchased for winter sales, while the Company has a standing order with one of British Columbia's greatest fish companies for every specimen



Winnipeg Store Window of Christmas Fare of the "Food of Kings," the giant sturgeon, weighing over three hundred pounds. When these great fish arrive they are placed on ice for the interest of our customers, then cut up and sold. Often the entire fish is sold in small orders before cutting-up commences.

Over nine hundred feet of refrigerated counters are required to take proper care of the food-stuffs on display to customers in this department.

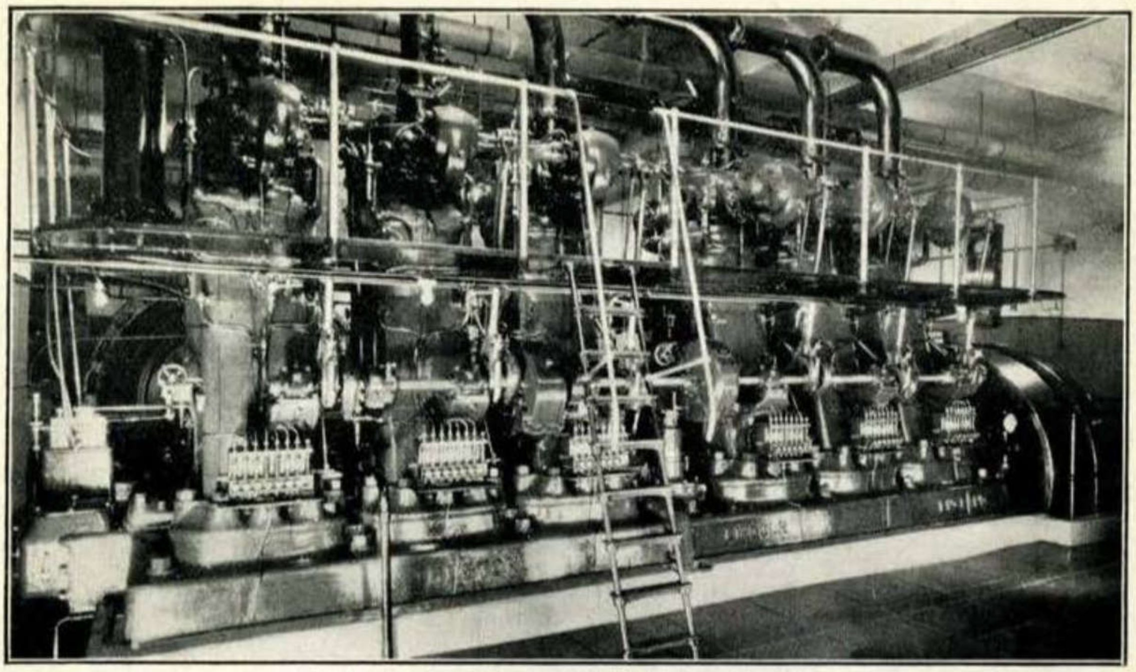
To convey an idea of what can be done in selling on occasion, it might be mentioned that with a "special" in lard, "five pounds for twenty-five cents," no less than 6,500 pounds were sold recently in twenty-five minutes. Thirteen tons weight in turkeys were sold for last Thanksgiving dinner for the people of Winnipeg, and plans are being made to top this figure this fall. An average of fifty superfine cattle, each 500 pounds in weight, 100 calves, 200 lambs and 1,000 to 1,500 chickens are required to supply the weekly demands of our customers.

Behind the firing line a great staff of workers is always busy. The Company's offices on the fifth and other floors are hives of industry. Batteries of typewriters are constantly at work. Two hundred and ninety telephones, with ninety-six trunk lines and twenty outgoing trunk lines carry a continuous stream of telephone orders for and about merchandise. The credit department handles thousands of enquiries daily. Sales slips running into tens of thousands are checked and recorded. This romance in figures and merchandise could be expanded *ad infinitum*, but it has all to be seen to be believed. Perhaps sufficient has been written to arouse a desire to see and to know more of departmental store life and of the vast organization necessary to serve the public as it demands to be served in these days.

One particular part of the Winnipeg store which is perhaps seen the least of all by the general public and by the store staff, but which holds for many a strong fascination, is the engine room, situated in the sub-basement. For the purpose of furnishing our readers with a better idea of this important section of our store service, we are printing in this issue a special article which has been prepared for us by the engineer of the Winnipeg store.

S.S. Baychimo

In the H B C Service since 1921; now engaged in the Company's Western Arctic trade.



Six Hundred Horse-Power Diesel Engine, Winnipeg Store

Winnipeg Store Power Plant

By J. M. LEADBETTER
Engineer, Hudson's Bay Company Winnipeg Store

SERVICE and comfort to customers while shopping are prime factors to be considered in modern departmental store construction. Closely following are the health and well-being of employees and the preservation of perishable merchandise. The intelligent choice and arrangement of mechanical equipment play a large part in the achievement of the desired result.

In the Winnipeg store much time, study and money have been expended on the plant installed for heating the building, generating electric power, producing hot water and supplying heat for cooking in the restaurants and cafeterias.

Situated forty-five feet below the street level, in what is termed the "sub-basement," are three large boilers and furnaces fired with pulverized coal. The coal is drawn from a storage bin or bunker located on the basement floor level and directed to motor driven mills, where it is ground to the fineness of flour and then blown into the furnaces through special burners, where it burns with the same characteristics as oil or gas.

The combined capacity of the three boilers is nine hundred and ten horse-power, although, when required to, these are capable of producing three times this amount. The mills or pulverizers, being also three in number, are capable of pulverizing in combination 12,500 pounds, or six and one half tons, of coal per hour.

To supply the needs for the different services mentioned above, several thousand tons of coal are purchased yearly from Western Canadian coal mines.

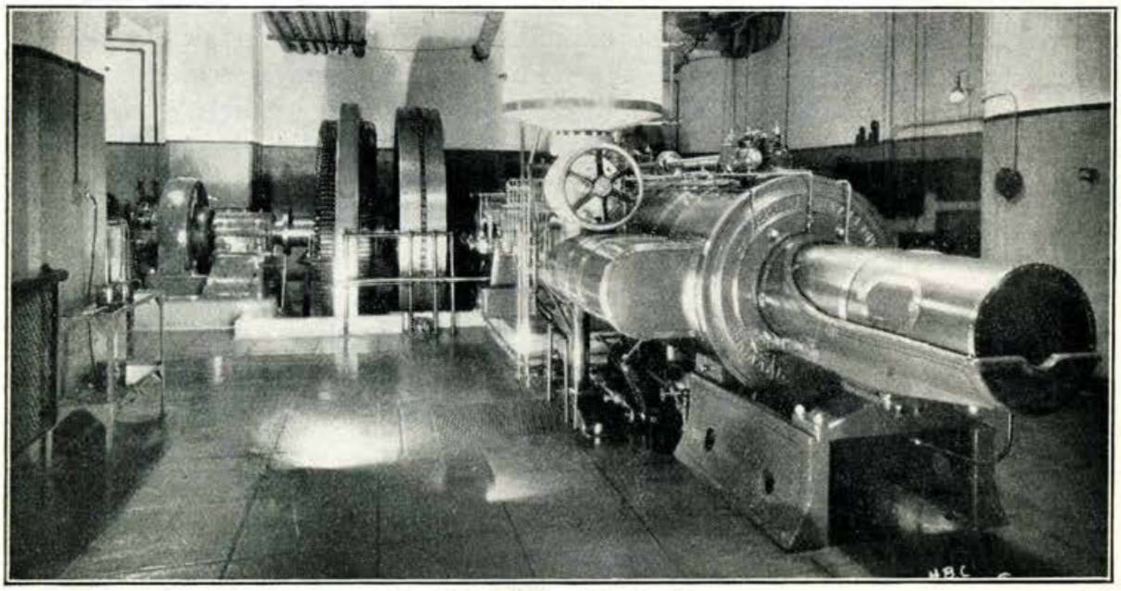
Steam generated with this equipment, at one hundred and seventy-five pounds pressure, is piped to different locations within the store, where it performs its designated function. During the ordinary heating season, the main function of the steam is to supply heat to the building; but, before passing to the heating system, a portion of its energy is utilized in a nine hundred and thirty horse-power steam engine, generating electric power which is used primarily for lighting various sections of the store and supplying power for elevators and other important equipment. The steam then goes to the heating system, and completes its cycle by returning as hot water, which is again generated into steam.

This method of heating the store permits an economy of operation and provides a standby unit which can be used for the generation of our own light and power in the event of interruption in the public utility supply.

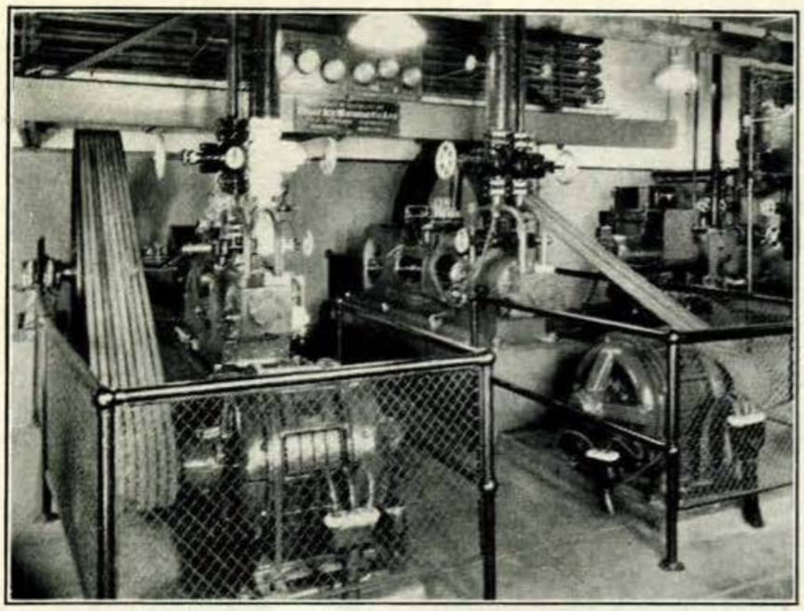
The steam engine is supplemented with a six hundred horse-power Diesel engine, which can be started and put on the line supplying power for elevators *et cetera* in a matter of thirty seconds. This unit is essentially a summer standby, but both engines can be operated together when required. This arrangement prevents any but momentary interruptions in business through failure of lighting and power and only in a few sections of the store.

During the period that the store has been in operation, there have been forty-two interruptions in utility power supply, ranging in time from a few seconds to twenty-five minutes. Without efficient standby equipment, the results of such interruptions can readily be imagined.

Of prime importance is the air conditioning equipment, which consists of three units, each having a capacity of 68,500 cubic feet of air per minute. The function of this equipment, as the name implies, is to condition the air going to the building ventilation system. It draws the air from outside at a point level with the fifth floor, first heating it, then thoroughly washing it in a continuous spray of cold water, then heating it again to the required temperature before going on to the building. There are two of these units serving the Economy Floor. These completely change the air every six minutes. This is one of the services which directly affects the comfort of the shopper, who passes through



No. 2 Steam Engine, Winnipeg Store



Refrigerating Machinery, Winnipeg Store

the store in an atmosphere of wholesome freshness. To the sales clerk, the development of mechanical air conditioning is also a blessing of great value, and is evidenced by the feeling of freshness and lack of fatigue at the end of the day's toil.

It is perhaps rather difficult for the layman to visualize any form of contact between a piece of moving machinery and the food-stuffs on display that attract the shopper because of its wholesome looking freshness, but there is a very positive contact. This refers to our very modern refrigeration system, which keeps perishable goods in perfect condition almost indefinitely. This is possible through the automatic control of refrigerator room temperatures. Located in each refrigerator room is a thermostat, set to maintain the room temperature within a range of three or four degrees at all times. This device automatically stops and starts individual pumps which pump brine through coils within the room. The brine is kept at a temperature of from 0 to 10 degrees F. by two forty-ton carbon dioxide compressors, which are also under automatic temperature control.

In this brief survey, it is impossible to give a description of all the mechanical equipment in the store, such as elevators, escalators, fire protection equipment, *et cetera*; but, before leaving the power plant, a visit to the engineer's office will be of interest. There is located the instrument board. This board contains eighteen instruments which indicate and record the various conditions of operation throughout the plant, presenting to the engineer an immediate picture which tells him at a glance what is taking place around him. These instruments are almost human in a sense, their stories indicating, to those who can read their language, whether the plant operators are on their toes or otherwise. In addition, the stories told are a record of plant operations and efficiency twenty-four hours per day, three hundred and sixty-five days per year.

Back Numbers of The Beaver

The following back numbers of *The Beaver* are required by the Provincial Library, Manitoba, to complete their files: October and November, 1920; June, 1921, September, 1922; January, February and March, 1923; October and November, 1924; March, 1925. Spare copies of the Company's Historical Calendar for 1927, entitled "In Hudson Bay 1845," are also desired at *The Beaver* office.

The Eskimo Book of Knowledge

AN interesting book entitled, "The Eskimo Book of Knowledge," by George Binney, B.A. (Oxon.), has just been published by the Hudson's Bay Company. This is a strange book to the white reader, but even to him its quaint phraseology and general subject matter, put in terms of ideas and things familiar to the simple mind of the Eskimo, are not without great attraction, while to the Labrador Eskimo its appearance should prove an event. The book has been widely and favourably reviewed in the press. The following recently appeared in the London *Times* regarding it:

> "To any one who picks up today a book just published and looks casually at the illustrations, the subjects of some of the photographs will seem very familiar. This, surely, is the State Coach going to the opening of Parliament; and that the King steering Britannia; here the Queen in a children's hospital, and there the Prince of Wales taking the water jump in a point-to-point. An almost disloyally languid eye might skim them over, but for the inscriptions. The State Coach? It is the great komatik of the King and Queen, and they are riding in it through the paths of the encampment of London. The Prince at the water jump is no other than Edward, the eldest son of King George, racing across country on a large four-legged animal called "horse" which eats grass like a deer. The point of the yachting scene is to prove that Atanek George is, besides being a great hunter, a great sailor, 'which is a fitting thing for a man who lives on an island.' And, in the hospital scene, is not Atanerub aipanga Mary wearing a blue fox-skin round her shoulders; and would not that fox-skin be of thrilling interest to the Eskimo of Labrador and Canada? For the book in which these pictures appear is 'Aglait Ilisimatiksat,' the Book of Knowledge, which the Hudson's Bay Company, by the pen of Mr. George Binney, has prepared for the instruction of Atanek George's 'most cheerful subjects.' With the English and the translation on opposite pages, the book will be sold to the Eskimo at the equivalent of a few ermine skins, and, if 'Knowledge is a thing more precious than all the fox-skins in Labrador,' that is a small price for this clear, concise, and sensible elementary instruction in history, health, hunting, work, and morals. 'Kuvianak!' (that is to say, Bravo!) 'Aglatsiangovut mikseKârtôvlutiglo—Aglait ukkoa Ilisimatiksat': it is a good book and a true book—this Book of Knowledge.
>
> "At least let us hope that it is all true. Let us hope that no more southerly subject of Atanek George (and especially none of those White damsels whose desire to adorn their necks with the soft fur of the fox plays so large a part in the argument) will wonder uneasily whether the furry leg of the innocent Eskimo is not being gently pulled for his good, whether indeed the White Man is so exemplary a worker, a student, a parent, an ablutioner and so forth as he is here made out. But, if he is not, this book will help him to become so. Here he will find plenty of simple rules of health which he probably breaks every day; an essay on care in work which should shame him out of slovenliness; an account of division of labour which is like a certain passage in Plato's 'Republic' rewritten for Eskimo use. But, best of all, he will find the new vitality that comes of seeing the familiar in a strange light. He will get back to the innocent empiricism of the child who described a cow as a square animal with a leg at each corner. The State Coach which is a sledge, the large four-legged animal called horse which eats grass, the gun which would have jammed if the maker had fashioned some part too little or too big 'even by the breadth of a fox's eyelash,' the dirty houses which are as deceptively dangerous to man as the thin strips of snow placed over the fox-traps are dangerous to the fox—all such wording takes the mind back behind the worn surface of things to their true meaning. 'Rome was not built in a day'—that would mean no more to the Eskimo than 'as white as snow' would mean to a Central African. It was not Rome at all, we learn; it was Nain, or Hopedale, or Hebron; and instantly the meaning of the phrase seems like a new and valuable truth. And it is extraordinary how impressive our own trite wisdom looks in Eskimo. 'Kablunât akorngane oKausiovaktoKarpoK innersimamariktoKangimat ubvalo KanoetoKangitoKangimat.' That is really worth writing. In English it dwindles into: 'There is a saying among White Men that "nothing is perfect."' The White Men are tremendous fellows, no doubt; but they seem to have a trivial, snippety, jerky sort of language."

Copies of the book may be purchased through *The Beaver* office at a cost of $2.00 and postage.

Forty-Six Years of Service

James H. Rendall, Warehouse Keeper, London, England, Retires

FORTY-SIX and a half years' service, completing one hundred and forty-nine years' service of grandfather, father and son with the Hudson's Bay Company! Such is the fine record of Mr. James H. Rendall, warehouse keeper, London, England, who retired on 30th June.

James H. Rendall

On behalf of the London staff, a presentation was made to Mr. Rendall of a bound volume containing the signatures of members of the London staff associated with him, together with a gold cigarette case, also a ring for Mrs. Rendall. Managing Director A. K. Graham made the presentation, and his address on the occasion was highly inspirational and worthy of a place in *The Beaver*:

"I would like to say, first, that it is no lip service when I tell you that I considered it a great honour and personal pleasure when I was asked to preside at this meeting, the occasion for which must be unique in the annals of any city company.

"I am only sorry that someone more gifted in this art was not available, but there is one consolation, and that is that as 'a good wine needs no bush,' so a tribute of this kind is beyond mere phrases, and what comes from the heart is a spontaneous admiration for the record of the man we are delighting to honour and in so doing are honouring ourselves.

"The history of the Hudson's Bay Company is the epic of the Fur Trade, and present conditions would seem to indicate that the Company is beginning to lean on, if it has not already leant on, the rock of its foundations to relieve its present troubles and recover its old prosperity.

"Now the Fur Trade was built up on the shoulders of men of character, of staunch and loyal service, whose daily creed was duty to God and man, and it is as a true descendant in that line that Mr. Rendall is here tonight.

"I am one of those who like to pass through life basking in the warmth of the reflected glory of those of my friends, schoolfellows and countrymen who earn reward and gratitude from their fellow mortals, and it is as a Scotsman that I am particularly proud to be here this evening.

"We consider ourselves a modest race in spite of the saying, 'Wha's like us!' But, having invaded the South, I do not see why we should not rejoice in the possession of the Archbishop of Canterbury, a son of the manse; the Prime Minister, who, you may have seen in the papers, was referred to by the public orator, on receiving a degree at Oxford yesterday, as the fourth Scotsman to be prime minister in the century; and several leading members of his cabinet, although we may not have socialistic views; Sir Robert Horne, a probable leader of the present opposition; the Master of Baliol, and as many more as there are posts of distinction to fill; but I will come to Mr. Rendall, whose unassuming service and example may be equalled, and then by very few, but never exceeded.

"Some of you have had the privilege of knowing Mr. Rendall longer than I have, and some not so long; so, although I may be repeating what is common knowledge to a great number of you, I feel sure you will agree that it cannot be too often repeated to those of you who (and who does not?) value tradition.

"Mr. Rendall's grandfather joined the service of the Company from Stromness in the Orkneys, that home of so many members of the Company, in 1820, and during his eighteen years in Canada was closely connected with Sir George Simpson, a most distinguished resident Governor of the Company, whose famous travels are an important part of the history of Canada.

"On his return home, Mr. John Rendall was appointed warehouse superintendent, in which post he was eventually succeeded by his son, John George, who was mainly responsible for introducing the lines on which the present fur assortment is made, thus forming the basis for the confidence in which the Company's catalogue is held by the trade.

"And so we come to Rendall III, who, joining the Company in 1885, succeeded his father in 1912, and eventually became warehouse keeper, a post he held until his retirement in the forty-seventh year of his service and the one hundred and fiftieth year of the Rendall family, a truly wonderful record.

"They say that a prophet is without honour in his own country, but if, with the substitution of 'trade' for 'country,' the result is supposed to be the same, I can only say that a visit to Leipzig last year in Mr. Rendall's company would have dispelled it for ever, as the esteem and respect in which he is held were patent on all sides.

"We also have the privilege and pleasure of welcoming Mrs. Rendall tonight; and those of us who are married know such share of success or reward that we gain in this world is almost invariably due to the help and encouragement that we get from home, and so we gratefully wish her a long life and happiness to enjoy the retirement her husband has so richly earned.

"In conclusion, there is one comfort to us in this loss, and that is that the nestor of the fur trade and founder of the Beaver Club is not going to be very far away, and I feel sure he will be willing and anxious to give the benefit of his counsel whenever desired, and it is on that note of parting, and not separation, that I ask Mr. and Mrs. Rendall, on your behalf, to accept these tokens of affectionate esteem."

Mr. Rendall made suitable reply, telling of his grandfather's agreement, which he held in his hand, made with the Company and dated 7th June, 1820; of the return of his grandfather after many strenuous and adventurous years in Canada, and his appointment to the position of warehouse superintendent in 1840, on the recommendation of Sir George Simpson; also how three generations had held the important post of warehouse keeper with the Company.

Mr. Rendall referred in the highest terms to the various gentlemen past and present who were closely identified with him in the London warehouse.

"I will carry into my retirement," he said, "many happy memories of the warehouse, where the greater part of my service has been spent, and the fellow workers I have been associated with there. Many have come and gone, and many to whom I am glad to pay tribute have completed their life's work and passed on, but to you with whom I have been more immediately in contact

Photograph Taken on the Occasion of Presentation to Mr. James H. Rendall

Left to right— Front Row: F. Smith, F. J. Witteridge, Fur Warehouse; J. C. Garratt, Foreman, Fur Warehouse; J. Sach, Fur Department. Second Row, sitting: J. D. J. Forbes, Fur Sales Manager; Miss R. Stobbs, Controller, Women Staff; J. H. Rendall, Warehouse Keeper; A. K. Graham, Managing Director; Mrs. J. H. Rendall; J. C. Brooks, Secretary; Miss L. A. Leonard, Fur Department. Third Row, standing: P. E. H. Sewell, Assistant Secretary; F. C. Ingrams, Former Secretary (retired); N. Paterson, Accountant; E. W. Roberts, Surveyor; S. Hopfenkopf, Manager, Foreign Department; R. A. Delf, Fur Department. Back Row, standing: H. J. Palmer, Assistant Manager, Buying Department; S. H. Grover, Fur Department; J. L. Henry, Warehouse Superintendent; N. E. Beynes, Fur Department.

I would like to express my appreciation of your loyalty and my sincere thanks for your expressions of personal regard . . . .

"I urge you all, and the younger members in particular, to do your best to make good, for, in addition to the satisfaction one derives from good work well done, there is something to be proud of in serving our grand old Company."

A further gift has since been made to Mr. Rendall on behalf of the Fur Trade staff in Canada, who join with London in wishing him joy in his well earned retirement.

At the time of going to press it is learned that the Governor and Committee will present Mr. Rendall with a golden salver, suitably engraved.

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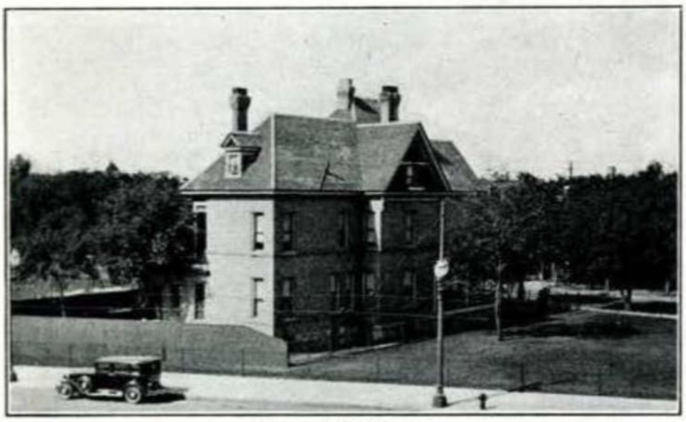
London News-Letter

The following better known members of the London staff have recently retired: G. A. Milne, of the buying department, whose service with the Company in Canada and in London has extended over thirty-four years; A. Copping, of the buying department, whose service in London totals more than forty-eight years; H. Dunk, of the London head office; J. Drummond Hay, of the development department; H. Lee, of the development department, who has left to take up an appointment as chief chemist to the Aerated Bread Company Limited.

Beaver Club Notes

Winnipeg—Whether we realize it or not, Beaver Club House is unique in the departmental store world. For a departmental store to possess club rooms within the store is not unusual, but to have a large, spacious, beautifully furnished club-house surrounded by wide sweeping lawns adjacent to the store, and all solely for the use of store employees, is in itself unusual. Beaver Club House occupies a commanding position in the triangle of The Mall, Colony Street and converging on Portage Avenue. Wide open lawns surround the house, permitting a flood of sunshine to the various lounge rooms. In addition to lounge rooms, the club-house possesses two dining-rooms where lunches and suppers are served at a nominal cost to employees; a special rest room for girls on the second floor; dressing rooms in the basement for baseball and football teams; also card-rooms and smoking-rooms for the men. Wide verandas, with comfortable furniture, give added pleasure in the warmer weather. Beaver Club House was opened on June 20. Over 1,500 employees and guests were present on the occasion. A forty-piece band played on the lawn. Refreshments were served, and there were speech-making and dancing. The club-house has already proved a very popular spot, and many interesting functions are planned for the fall season.



Beaver Club House

The Beaver Club picnic to Winnipeg Beach was held the latter part of June and proved an all-round success. A special train was chartered and special autos were arranged for all employees. Over 1,500 attended and all entered most enthusiastically into the races and games planned by the committee. It proved just one big jolly affair and ended as most successful parties do—all happy, all tired, all satisfied, and all ready for another picnic next year.

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Hudson's Bay House, Winnipeg—The Beaver Club held their first picnic outing on 20th June, 1931. Special buses and private cars conveyed over two hundred and fifty of the staff, their families, and friends, to Selkirk park. A fine programme of sports was run through, with a number of novelty features. The men's championship race was won as usual by Gordon Caslake and the ladies' by W. Archer.

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Calgary—The annual field day, after being postponed for a week on account of poor weather, was held on Wednesday, June 24, and turned out to be the best yet. Over one thousand people were in attendance at the Parkdale club-house, special street cars and private cars being used to transport the employees and their relatives. An attractive list of field events was run off. Golf competitions (long driving, approaching and putting) for both ladies and men attracted a good deal of attention, as did the soft-ball games between the various teams. Prizes were presented in front of the club-house by Mrs. F. M. Johnston, wife of our store manager. All sat down to a tempting supper. A dance was held on a specially constructed floor, a five-piece orchestra dispensing the music and brilliant flood lights adding to the cheerfulness of the occasion.

The sincere sympathy of all members of the Calgary staff is extended to Mr. and Mrs. H. V. Sidney in their recent bereavement.

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Saskatoon—The Beaver Club annual picnic from Saskatoon, held at Manitou Beach, proved one of the most happy and enjoyable events of the season. The party consisted of upwards of five hundred members of the staff and their friends, who came into Watrous depot at 3 p.m. On arriving at the beach, members of the Beaver Club committee took charge of an exciting programme of novelty races, after which the crowd gathered in the park and lunch was served. A pleasant evening was spent at Danceland. The picnic party had also privileges of the Manitou Beach swimming pool, and almost everyone had a dip to finish off a perfect day. The outstanding prize winner amongst the girls' and women's races was Helen Watson, who captured three prizes. H. P. Barrett, store manager, presented the prizes to the lucky winners.

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London, England—On June 16, members of the Beaver Club participated in a flight over London in machines provided by the Imperial Airways.

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Edmonton—The executive of the Beaver Club has a very ambitious programme of activities ready for the fall season, the chief social item of which will be an At Home at the MacDonald Hotel.

HBC Business Club

Winnipeg—The following is a list of speakers who addressed the Business Club last season: G. Binney, October 15, 1930, "Links Between the Fur Trade and Departmental Stores." H. K. Faupel, October 28, "Sales Promotion and Harvest Sale." A. R. Morrell, November 12, "Merchandising." Miss Graham, November 26, "Salesmanship." Christmas meeting, December 17, Special musical programme. February 4, 1931, H. K. Faupel, "Plans for Beacon Sale;" Mr. Regan, "Buying in the Markets;" Mrs. Burgess, "Selling Points." Robert Watson, February 16, "Stories of HBC Explorers." A. R. Morrell, March 4, "Merchandising." March 18 meeting was attended by the following store managers each of whom addressed the club: Mr. Johnston, Calgary; Mr. Scibird, Vancouver; Mr. Watson, Victoria; Mr. Little, Edmonton; Mr. King, Nelson; Mr. Pout, Vernon; Mr. Harvey, Saskatoon; Mr. Dodman, Kamloops. T. Hargreaves, April 1, "Highlights on the Store Managers' Conference." Col. Ralph H. Webb, mayor of Winnipeg, April 29, "Tourist Trade and What It Means to Canada." Mr. Davidson, secretary of the Industrial Development Board of Manitoba, April 15, "What Manufacturing Means to the Future of Winnipeg." Mr. Funk, "Credit Relation to Selling Points." Controllers and accountants of the various H B C stores attended this meeting.

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Edmonton—August 24 marked the opening of the fall season's activities. The programme arranged was a dinner meeting, at which G. F. Klein, controller of departmental stores, was the principal speaker. The previous meeting was held on May 4, when G. Saunders, of the card writing department, gave a talk on "True Salesmanship;" E. Bergot was elected vice-president in place of Thomas-Peter, transferred to Vancouver.

HBC Sports Activities

Winnipeg—Our soft-ball team made a great bid for the championship of the Commercial League, but lost out to the Public Press, who tied with HBC for second half honours. The team: G. Dakins, J. Young, L. Smith, L. Webb, J. Graham, W. Hicks, G. Menzie, R. McBride, A. McDonald, F. Boyd, O. Larson, W. Blackburn, C. McCougan, L. Pritchard. Officers: M. Barr, president; G. Dakins, vice-president; S. Morrison, manager, and E. J. Mercer, secretary.

Our popular H B C golf tournament has now reached the final stages, after a most interesting series of matches. Players were divided into three flights, according to handicaps. H. K. Faupel (handicap 16) gained the final in the first flight, defeating R. Cooper (handicap 10). R. P. Stephenson (handicap 18) was victor in the second flight, winning from E. Mercer (handicap 17). A. E. Young (handicap 21) defeated C. Lawrence (handicap 24) in the third flight. The finals were all over the thirty-six hole route and were keenly contested. These three winners will now play off for possession of the handsome golf cup. The Beaver Club has donated prizes and a grant of money to the golfers, and the golf committee is planning a big one-day event for September, with a fine prize list. Players good, bad and indifferent should all turn out, as previous events of this nature have proved most enjoyable.

H B C footballers have had a successful year and are now in the midst of the Drewry cup series. The team did well in the Mercantile League and might have gained first place had our strongest team always been available. The McDonald cup was won by H B C, defeating Bryce Bakeries 4-1, Swift Canadians 1-0, and in the final the strong C.N. Wanderers by 4-0. The team played with a wonderful team spirit and fully deserved the honours. The cup was gained with the loss of only one goal. The players: J. Scott, D. Weir, W. Cochrane, D. McKenzie, H. Short, A. McElgum, W. Leask, G. Smith, F. Holmes, W. Stuppard, J. McEwan, K. Vaughan, S. Masson, D. Smith, C. Ogg, R. Livingstone, A. Morrison, W. Calder.

Jimmy Ball continues his wonderful racing successes. Recently he won the 220-yards Manitoba championship at Winnipeg, while his brother, Don Ball, won the 440-yards Manitoba championship. Jimmy did not compete in this latter race. Jimmy is in our drug department and Don is with our traffic department. Jimmy has gone to Vancouver on holiday and will compete at the games there; also at Banff on his way back. He has entered for the Canadian championships to be held this year at Winnipeg on 7th September. Incidentally, we note that Mr. Watson, editor of *The Beaver*, judged the flat events at the Manitoba championships and has been singled out for a similar honour at the Canadian championships, so that the Hudson's Bay Company will be well represented.

Tennis—The 1931 season has proved an unusually busy one for tennis in Winnipeg and the H B C club is one of the most popular in the city. This year, for the first time, a major tournament was conducted on our courts, the City of Winnipeg open championships. It is significant that the entry received was the largest in the history of this event. Our club has a team in each class in the city league. "A" team is now in a tie for second place; "C" team is well up in its class, and "B" team is really taking a place in the sun. At time of going to press, it occupies top place in its division and is practically conceded the championship. The club does not confine its membership to employees; it permits a certain number of associates to play. It is hoped that next year many more of the employees will take advantage of the club's facilities.

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Vancouver—The cricket season is now in full swing and the Hudson's Bay team is so far enjoying a very successful term. In the league competition, in which they have played eight games, they have won seven and lost one. The batting and bowling of the team has been very consistent, while the splendid fielding has been the means of winning a few of the games. The H B C cricket team won the cup in the Wednesday League, and they are now entered for the Shelly cup games, which are played at the end of the league season.

Men's Soft-ball—The Vancouver store has this year been operating two men's soft-ball teams, one playing in A division of the City League and the other in the Wednesday afternoon Commercial League. The A division team finished in second place, winning fifteen games and losing ten, and at present are playing in the elimination tournament consisting of every soft-ball team in the city. The Beaver's team are now in the semi-finals with a good chance to win the cup. The players are: Wm. Halliday, Bert Thurston, Louis Mallan, Harry Cool, Bert Saville (captain), Don Fraser, Art McKay, J. Cool, Wm. Johnson, M. Wortman, B. McCarry, H. Stevenson (manager).

The Wednesday league team have proved themselves a strong aggregation and start playoffs for the league championship next week, when they expect to make a good showing and bring home the trophy to the Beavers. The players are: H. Stevenson, Wm. Johnson, Geo. Mellish (manager), B. McCarry (captain), Don. Fraser, Bill Smeaton, Harry Matheson, M. MacFarlane, Fred Guthrie, W. McIntyre.

Girls' Soft-ball—The girls' soft-ball team playing in B division of the City League have had their best season and have proven themselves to be one of the strongest ball teams fielded by the Beavers in the girls' division. They played fifteen games, winning twelve and losing only three, which gave them a well-earned place in the play-offs for the city championship. They lost the odd game in a very closely contested series.

Tennis—Tennis being conducted by Bill Henderson has seen some very peppy and closely contested matches on the Beaver courts in Kitsilano. This sport has again proven itself to be very popular with both the men and the ladies, as evidenced by the keenness shown in the start of the regular yearly Beaver tournament, and there promises to be some real competition this year.

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Calgary—The golf club this year is very active. Keen interest is being taken in all competitions. May 10 ran the "Tombstone" competition, with Gordon Lewis the winner from a field of twenty-five. The store cup was played for on June 14 with thirty-two taking part. This cup was won for the third consecutive year by A. E. S. Warrington with a score of 85-14 : 71. The Governor's cup competition provided plenty of interest. There were thirty-five entrants. The four semi-finalists were: J. A. Macgregor vs. J. Baxter; J. Baxter won 3-1. A. E. S. Warrington vs. W. Ilott; W. Ilott won 2 up. In the final round Mr. Baxter took a 10 up count on Mr. Ilott in a thirty-six hole match. The store cup for ladies was won by Mrs. J. A. Macgregor from a field of sixteen. The committee in charge this year is made up of H. S. A. Johnson, W. A. Ilott, J. A. Macgregor and A. E. S. Warrington (chairman).

The girls' soft-ball team representing the store has met with more than ordinary success, having reached the finals of the city play-off, also winning the right to represent Calgary in the provincial play-offs.

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Victoria—Our cricket eleven has been successful in capturing the Payne cup, emblematic of the Wednesday cricket championship. Out of twelve matches only two were lost. The deadly bowling of A. Haines and P. Payne and the fine batting display of H. Hansen contributed very largely to the successful season. Hansen is one of Victoria's youngest cricketers. He has registered five "not outs" this season and in the last game scored 107 not out.

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Edmonton—The golf get-together held at the H B C Prince Rupert golf course early in the season was most enjoyable. About fifty members of the staff turned out and the mixed foursomes proved a happy idea.

The tennis club is enjoying a good season and, while the number of playing members on the staff might easily be increased, the season is full of promise. By the time these notes are in print organization of a bowling league will have been started.

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He who knows, and knows not he knows, he is asleep; wake him
He who knows not, and knows not he knows not, he is a fool; shun him.
He who knows not, and knows he knows not, he is a child; teach him.
He who knows, and knows he knows, he is wise; follow him.

Obituary

DR. GEORGE BRYCE

DR. George Bryce, the well-known divine and historian, died at the home of his brother, Dr. P. H. Bryce, at Ottawa, on August 5, aged eighty-seven years. Dr. Bryce was one of Winnipeg's best known writers, educationists and religious teachers. He was a native of Mount Pleasant, Brant County, Ontario. He came to Manitoba when Winnipeg was a village of three hundred inhabitants. In 1871 he established Manitoba College at Kildonan.

One of the founders of Manitoba Historical and Scientific Society, he became a prolific writer of the early Red river days. His greatest literary achievement is perhaps "The Remarkable History of the Hudson's Bay Company," a book which, after so many years, continues to enjoy a wide popularity among lovers of Western Canada's early history. He was the first moderator of the Presbyterian synod of Manitoba, 1874, and in 1902 was named moderator of the Presbyterian General Assembly.

Dr. Bryce had been in poor health for some years.

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CHIEF TRADER H. J. MOBERLY

Chief Trader H. J. Moberly passed away at his home at Duck Lake, Saskatchewan, on 9th July, 1931, in his ninety-seventh year.

In last issue of *The Beaver*, on congratulating Chief Trader William Cornwallis King on attaining his eighty-sixth birthday, we made mention that he was "the oldest living commissioned officer of the Hudson's Bay Company," but were promptly reminded by Chief Trader H. J. Moberly, in a most interesting letter written by himself, that to him belonged that honour, as his first engagement with the Hudson's Bay Company was made with Sir George Simpson as far back as 1853, and his chief trader's certificate was dated 1st June, 1875. He retired from the service in 1894. In his own cheerful way, Mr. Moberly promised us an article for *The Beaver* in 1934, when he hoped to touch the century mark.

Mr. Moberly contributed a series of articles to *The Beaver* in 1921-22 under the title of "Reminiscences of an Hudson's Bay Company Fur Trade Factor," and recently, in collaboration with William Bleasdale Cameron, he embodied many of his fur trade experiences in a book entitled "When Fur Was King," which attracted widespread attention.

The staff of the Hudson's Bay Company extend their sympathy to this gallant old fur trader's relatives in their deep bereavement.

JOHN ANDERSON

John Anderson died Friday, 3rd July, at the Regina General Hospital from an illness that had lasted almost a year.

Mr. Anderson was born in 1858 at Edinburgh, Scotland, and in 1880 came to Canada. He homesteaded in the Rossburn district, Manitoba, and in 1884 joined the services of the Hudson's Bay Company. He was employed at the Swan River post until 1894, when he was sent to Fort Qu'Appelle. He remained with the Hudson's Bay Company until December 31, 1902, and on January 1, 1903, started work in the private bank of D. H. McDonald & Company at Fort Qu'Appelle. In 1910 he resigned, to open a real estate and insurance office at Fort Qu'Appelle, and in 1912 accepted the office of manager of the Western Agencies Limited, Regina, which position he held until September, 1914. In that year, Mr. Anderson joined the civil service as inspector of the municipal department, later becoming chief municipal inspector. In 1927 he was superannuated, and since that year had lived a retired life at his home, 1920 Cameron Street, Regina.

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MRS. J. G. WOOLISON AND PATRICIA WOOLISON

It is with feelings of deep regret that we record the deaths of Mrs. J. G. Woolison and little Patricia Woolison (aged two years) occasioned by an automobile accident four miles east of Carman, Manitoba, on No. 2 highway on 14th June, 1931.

Mrs. (Minnie) Woolison and Patricia were the beloved wife and younger daughter of J. G. Woolison, of the Fur Trade department, and the eldest daughter and grand-daughter of the late Chief Factor Angus Brabant, former Fur Trade commissioner, and Mrs. Brabant, of Vancouver, B.C.

At the time of the accident, Mr. Woolison was on one of the Company's vessels on the Mackenzie river. He flew in from Fort Smith, N.W.T., to Edmonton. Funeral service was held at St. Ignatius Church and burial took place at St. Mary's cemetery.

The sincere sympathy of Mr. Woolison's many friends in the Fur Trade, and in other branches of the Hudson's Bay Company service, is extended to him in his great loss.

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MATTHEW S. BEESTON

Matthew S. Beeston, an old Hudson's Bay Company employee, passed away at Victoria on 24th May at the age of seventy-four years. Mr. Beeston joined the service in 1880, commencing as an apprentice in Fort Garry. He was at Fort William in 1914 when that post was destroyed by fire. He retired from the service the same year. Mr. Beeston was the proud possessor of the Company's gold service medal, having thirty-three years' service to his credit. He had lived at Victoria for a number of years and was well known to Victoria store employees. He was a particular friend of the employees' association.

Mr. Beeston is seen in the group photograph of Hudson's Bay Company officials, taken about the year 1890, which was published in *The Beaver* December 1930 issue.

Fur Trade Causerie

FUR TRADE COMMISSIONER'S OFFICE

Among visitors to the Fur Trade Commissioner's office during the past quarter have been Bishops Dewdney, Geddes and Turquetil; J. Cadham, of the Dominion Cartridge Company; H. Conn and J. W. Anderson. We were also glad to have visits from W. R. Hutton and H. G. Woods, retired members of the Fur Trade staff.

The staffs of the Superior-Huron, Saskatchewan and Nelson River district offices, transferred to Winnipeg during the early part of the outfit, are now settled down in their new quarters.

H. P. Warne spent some time at the Edmonton and Vancouver fur purchasing agencies during the past quarter.

J. Cantley visited a number of posts in the Keewatin, Saskatchewan and British Columbia districts during the past quarter.

J. Poitras, late of the wholesale department, has now been transferred to the Winnipeg depot, where he will be employed as buyer of groceries. He is now on a visit to the Company's line-posts in Superior-Huron district and will travel as far east as Montreal.

Miss French, of the Western Arctic district, left for Victoria at the end of June, where in future she intends to stay with her parents.

A "flash" from the Fur Trade depot informs us that Ernest Watson, one of the popular tennis players of Hudson's Bay House, was married on 15th August to Miss Dolly Kreger at the First Presbyterian Church, Winnipeg. Congratulations!

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BRITISH COLUMBIA DISTRICT

Factor Wm. Ware, district manager, left Vancouver on 14th May to visit all posts which were not included in his inspection trip of February and March.

John Gregg has been transferred from Fort St. James to Telegraph Creek, and L. F. Murphy from McDames Creek to Fort St. James. M. Larson, who was granted leave, has resumed charge of McDame's Creek post.

After operating caterpillar tractors between Telegraph Creek and Dease Lake without mishap since 1925, two accidents occurred this spring: one tractor slid off a bad piece of road and rolled down a steep bank with two loaded trailers attached, and another tractor went over the steep bank into the Stikine river at Telegraph Creek. Unfortunately each driver sustained considerable injury.

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WESTERN ARCTIC DISTRICT

R. H. G. Bonnycastle, district manager, is, at time of going to press, at Herschel Island awaiting arrival of S.S. *Baychimo*. He will proceed east on this ship.

J. Kimpton, district accountant, is aboard the S.S. *Baychimo* on a voyage Vancouver to Western Arctic.

Vancouver to Western Arctic.

Saskatchewan District

The wedding of Sheila K. Lambe, former district stenographer, and Frank Geddes, of the district office staff, took place in Saskatoon on May 30. We extend to this young couple our best wishes for their future happiness. Mr. Geddes has two poems in this issue on H B C Poets' Page.

We welcome M. I. Emby, who joined the staff as stenographer on June 2.

W. Mitchell, who sustained a fractured leg near Stanley post in January, recovered sufficiently by June 1 to proceed to Cumberland House post for light duty.

The district manager returned to district office on June 25 following his inspection of Green Lake, Isle a la Crosse, Pine River and Clear Lake posts.

We congratulate J. J. G. Rosser, manager of the Prince Albert fur purchasing agency, who has now completed his forty-fifth year of service with the Company. Mr. Rosser received a bar to his gold medal on this occasion.

The district manager left on June 27 on leave of absence, and will join Mrs. Cumming in Scotland.

J. F. Mitchell, manager of Pas Mountain post, left Winnipeg on July 6 to proceed to Elgin, Scotland, where he will spend the next three months.

Apprentice Clerk J. T. Buchan has been transferred from Portage la Loche post to Souris River post. He will take over the managership from R. Johnstone, who has now retired from service.

Apprentice Clerk R. J. Spalding and S. L. Burt, who were employed at our Lac du Brochet post, visited district office on July 22. R. J. Spalding was transferred to James Bay district and will now be located at Moose Factory. S. L. Burt retired from the service.

A. Millar, former manager of Lac du Brochet post, has now retired from the service.

H. A. McDonald, manager of Isle a la Crosse post, paid a visit to district office on July 23.

W. C. Rothnie, manager of Pelican Narrows post, arrived in Winnipeg on August 6 to spend a few weeks before returning to Pelican Narrows with Mrs. Rothnie, who has been in Winnipeg for the past two months.

T. McEwan, manager of Lac la Ronge post, accompanied by Mrs. McEwan and son, arrived in Winnipeg on August 12 for a short holiday.

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Keewatin District

J. Denton, who has spent a furlough in the Old Country, returned to Canada early in June. He has been sent to Cross Lake post to take charge, replacing A. MacKintosh, who has been transferred to Nelson House post.

Mrs. J. R. Moar, wife of the manager of our Little Grand Rapids post, called at the district office in June.

Miss Avice Jones, of Superior-Huron district office, has been transferred to Keewatin district. Miss M. Ross will replace Miss Jones in Superior-Huron office.

G. W. Mathias, apprentice clerk, Beren's River, who has been transferred to Oxford House, visited Winnipeg on a short holiday prior to leaving for his post.

Oxford House, visited Winnipeg on a short holiday prior to leaving for his post.

R. G. B. Butchart, God's Lake, visited Winnipeg in July on leave of absence.

R. A. Talbot, district manager, returned from a summer inspection on July 13. The following posts were visited: Norway House, Oxford House, God's Lake, and Island Lake. He has since inspected Pukatawagan and Cedar Lake posts.

A. C. Clark, manager, Norway House, spent a short time in Winnipeg on business during July.

J. A. Ross, apprentice clerk, has been promoted to the charge of Oxford House post, to replace William Gall, who has retired. Mr. Ross will not travel to Oxford House alone. He has taken with him his bride, formerly Miss Ethel Moar, daughter of J. R. Moar, post manager at Little Grand Papids. The wedding was solemnized at Beren's River on July 28. We wish the young couple every happiness.

D. Donaldson, manager, Nelson House post, has been transferred to Superior-Huron district.

E. W. Barton, apprentice clerk, God's Lake, reported at the district office early in August while out on two weeks' holiday.

Our manager at Beren's River, D. Paterson, is in Winnipeg on a short visit.

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NELSON RIVER DISTRICT

Nelson River district office was transferred to Winnipeg on June 29, H. J. Mann being left at Churchill to take charge of the transport department during the summer months. The district manager, Hugh Conn, left Churchill on 30th June on board the inspection schooner *Nowya*. He will spend the summer inspecting all posts in the district.

T. M. Third, who has retired from the service, passed through Winnipeg in July on his way to visit his brother in Strasbourg. He will be going home around the end of August.

The M.S. *Fort Severn* arrived at Churchill on August 6, having been twenty-seven days on her voyage from Moose Factory, the delay being due to heavy fogs off the Belcher Islands. The schooner departed from Churchill on August 12 bound for Severn. The S.S. *Ungava* arrived at Churchill on August 8, departing for Chesterfield on the 10th. The manager of Ungava district was the guest of Churchill post, awaiting the return of the supply ship.

G. W. McLeod, who acted as mate on the *Fort Severn* on her voyage from Moose to Churchill, passed through Winnipeg on his return to his home in North Bay.

The government hydrographic survey S.S. *Acadia* arrived in Churchill during August. She will spend the summer charting the waters of the Bay.

Doctor G. L. Weeks, of the geological survey, is engaged this summer on geological survey work near Rankin Inlet.

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SUPERIOR-HURON DISTRICT

The following staff changes have taken place throughout the district during the past three months: William Gregory transferred from Coral Rapids post to Red Lake post, replacing O. E. Butterill, transferred to Pine Ridge; J. R.

Patience, formerly in charge at Long Legged outpost, placed in charge at Grassy Narrows post; D. Donaldson, formerly of Keewatin district, appointed manager of Fort Hope post; D. H. Learmonth transferred to the charge of Hudson post; D. L. Johnson, who was assistant at Red Lake post, transferred to Pine Ridge in the same capacity, under O. E. Butterill; H. M. Ross, formerly stationed at Grassy Narrows post, transferred to Minaki post, as assistant; A. K. Black, formerly at Long Lake post, transferred to Nipigon House post as manager, replacing P. S. McGuire; J. E. Holden, apprentice, formerly at Nipigon House, transferred to Long Lake, replacing J. L. Charlton, who was appointed post manager at Peterbell to replace A. M. Allison. J. Mathieson, formerly assistant at Ogoki post, appointed manager of that post, replacing J. W. Anderson "B," who has retired. The position of inspector in this district has been taken over by W. Matthew Cowan, lately inspector of Mackenzie-Athabasca district, replacing Inspector J. W. Anderson.

Inspector J. W. Anderson has been transferred to James Bay district as district manager.

Factor S. J. C. Cumming, accompanied by M. Cowan, left on an inspection trip of Kagainagami, Fort Hope, Lansdowne House, Ogoki and English River posts, on 29th July.

Since 1st June the district office has been located at Winnipeg, in Hudson's Bay House, the office in North Bay having been closed, except for that portion belonging to the fur buying agency, which will be reopened in the fall. Louis Rousseau is taking care of that office until operations commence in the fall.

The following men retired on pension since the 1st of June:

Donald Murchison—Mr. Murchison entered the service on the 8th May, 1884, at Abitibi post, at the age of eighteen. During his service he was employed at Grand Lac, Nipigon House, and Nemaska, and latterly at Grassy Narrows post, whence he retired. Mr. Murchison has a record of forty-seven years' unbroken service.

H. G. Woods—Mr. Woods entered the service on 1st June, 1899, at the age of twenty-nine. His first charge was at Temagami, where he spent nineteen years. He was later transferred to North Bay, in 1919, as inspector, from which point he was sent to Fort William as assistant district manager under Mr. J. D. Mackenzie. Mr. Woods served thirty-two years with the Company.

Alexander Flett—Mr. Flett joined the service on 1st June, 1888, at the age of eighteen years. He was stationed at Fort Alexander for fourteen years, and Split Lake for fifteen years. Following this, he spent periods of two and six years at Trout Lake and six years at York Factory, his last period of service being at Fort Hope. Mr. Flett spent forty-three years in the service.

W. H. Hutton retired from the service on June 1 at the age of sixty-two years. Upon joining the Company, he served in the capacity of engineer in Saskatchewan district, and was later on placed in charge of Pas Mountain post. He was subsequently transferred to Setting Lake, in Keewatin district, and from there to Superior-Huron district, having charge of Montizambert and Graham posts respectively.

As from the 1st June last, Grand Lac, La Sarre, Barriere, Woswonaby, and Senneterre posts have been transferred to St. Maurice district, under the supervision of W. H. Hodkisson in Montreal.

ST. LAWRENCE AND ST. MAURICE DISTRICTS

Visitors at the district office included the Fur Trade commissioner, who spent a few days in Montreal in early July; E. W. Fletcher, en route to Winnipeg from England; Chas. Elton, of London, England; H. J. Bury, Department of Indian Affairs, Ottawa; C. G. Dunn, of Quebec; Rev. P. Callis; R. F. G. Oliver, of James Bay district, en route to England.

The district manager left for an inspection trip of the Gulf posts in the latter part of June in company with Mr. Newbury, later visiting La Sarre, Senneterre, Woswonaby, Grand Lac and Barriere posts in company with Inspector W. J. Anderson, of Superior-Huron district.

J. L. Jandron visited Oskelaneo post in June.

Mr. and Mrs. A. B. Swaffield spent a short vacation in Montreal. They are being congratulated on the arrival of a daughter on the 12th July.

Geo. Fowlie, post manager at Pointe Bleue, spent a few days in town on business in early August.

Mr. and Mrs. Tom Moar, who were visiting Mr. and Miss Hamilton, of Lachine, called on us during July.

The cod fishing at Blanc Sablon commenced on July 23.

During the first week of August, the district manager visited Pointe Bleue post.

H. F. T. Petterson, late post manager at Seven Islands, married Miss Vigneault, of that village, in August. He is now transferred as post manager to Weymontachingue.

Angus Milne and family are now at Seven Islands.

J. E. Love has assumed combined charge of the Havre St. Pierre post and Mingan fur farm.

A. Birtwistle has been transferred to St. Augustine, and appointed acting-manager there.

J. Thevenet spent part of the summer on the Chibougamau transport, and later relieved A. B. Swaffield at Manowan post during the latter's visit to Montreal.

W. C. Newbury surprised many of his friends by quietly announcing to them his marriage to Miss Massie, of Toronto, on August 10. We all join in wishes for their future happiness.

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JAMES BAY DISTRICT

For the first time in years, the district office has not been moved to Charlton Island during the summer months. Due to the fact that the Royal Canadian Air Force is at present conducting a survey of the Belcher islands in conjunction with the geodetic surveys of Canada, and has offered to carry mail from the district office to east coast posts every two weeks, the problem of communication is simplified and the schooner is no longer the sole means of keeping in touch with the posts.

Moose Factory and vicinity at the present time are undergoing changes unparalleled since the Hudson's Bay Company established in the neighbourhood in 1668—Rupert's House was first established by Grosseliers two years before the Company was incorporated. Instead of looking forward to the annual visit of the ship from the Old Country, as our predecessors did, we now look forward to the time, not very far distant, when the train will arrive at "Ontario's Ocean Port" daily from Toronto. At the time of writing, the T. & N.O. railway is within thirty miles of Moose Factory and the construction trains will arrive about the end of August. We understand the official opening has been postponed until next spring.

The M.S. *Fort Churchill*, supply vessel for James Bay district, commenced the season's operations on 20th June, and at time of writing has visited Albany, Attawapiskat, Rupert's House, Fort George, Charlton Island, Great Whale River, Richmond Gulf and Belcher Islands. Captain J. O. Nielsen is again in command and E. G. Cadney is chief engineer.

The M.S. *Fort Severn*, formerly the *Jacques Revillon*, has been transferred to Nelson River district and left Moose Factory on 10th July bound for Churchill, Man. She will discharge thirty-one tons of gasoline and supplies for the Royal Canadian Air Force at Belcher Islands before proceeding to her new home port. The *Fort Severn* is under command of Captain D. O. Morris, with H. E. Weller as engineer.

Dr. J. J. Wall, Indian agent, and Constable E. S. Covell, R.C.M.P., have visited Rupert's House, Albany and Attawapiskat in the department's motor boat *Charles Stewart*.

During the past few weeks we have had the pleasure of visits from the following: Rt. Rev. J. G. Anderson, bishop of Moosonee; Venerable Archdeacon Fleming, archdeacon of the Arctic; Rev. Father Saindon, vicaire provinciale; Rev. Father Meilleur, of Fort George. Messrs. H. F. McLean and Terrien, of the McLean Construction Company, contractors for the T. & N.O. extension; Hon. Chas. McCrea, minister of mines (Ontario); Mr. and Mrs. Dickenson; Miss McCrea and Miss Peele; H. N. Awrey, treaty paying officer and party; H. E. George, inspector, Revillon Freres.

On Saturday, 1st August, Moose Factory was honoured and not a little thrilled by the arrival here from Ottawa of Col. Chas. A. Lindbergh and Mrs. Lindbergh. After re-fuelling their plane here, they decided that the day was too far advanced to proceed to Churchill, Man., and stayed overnight as the guests of the Hudson's Bay Company.

The following staff changes, in addition to others noted elsewhere, have been effected since the commencement of Outfit 262: R. M. Duncan transferred to the charge of Attawapiskat post, relieving H. Ambrose, who is at present in Winnipeg undergoing an operation for appendicitis; W. T. Watt, formerly of St. Lawrence-Labrador district, succeeding R. M. Duncan at Moose Factory post; F. Melton, also from St. Lawrence-Labrador district, succeeding L. G. Maver at Great Whale River; Apprentice George Dunn transferred from Attawapiskat to Fort George; Apprentice R. B. Carson from Albany to Attawapiskat; Apprentice A. E. Hodgkinson from Moose Factory post to Charlton Island for the summer months, to act as transport clerk.

A. H. Michell has returned from furlough in the United Kingdom and has taken up duties as engineer on the M.S. *Fort Charles*.

R. J. Spalding, formerly of Lac du Brochet post, Saskatchewan district, arrived at Moose Factory on 1st August, and will take up duties in this district.

UNGAVA DISTRICT

Callers at the district office since last issue included: The Fur Trade Commissioner, E. W. Fletcher, Mr. and Mrs. W. T. Watt, and Mr. and Mrs. F. Melton en route to James Bay district; J. Livingstone, W. J. Peters, W. J. Matthews, Jas. Bell, Jas. Smith and H. T. Ford, post managers, returning from furlough.

J. W. Sinclair and David Wark, both of the St. Lawrence-Labrador district, left for Edmonton, Alberta, on the 16th July, for service in the West.

Post Managers James Bell, W. J. Matthew and James Smith have returned to duty in the district after furlough in the Old Country.

H. T. Ford, formerly of Nelson River district, has been transferred to the Ungava section.

A. Copeland, Lake Harbour, has been suffering from appendicitis and took passage on the S.S. *Ungava* to Churchill en route to Winnipeg for medical attention.

All other members of the staff at posts visited by the supply ship were found in the best of health after a good winter.

A. G. Miles, district accountant, transferred from the S.S. *Ungava* to the M.S. *Fort James* at Port Burwell, to visit Fort Chimo and Davis Strait posts.

J. Dewey Soper, of the Department of the Interior, who with Mrs. Soper and their young son wintered at Lake Harbour, has also had to return to civilization for medical attention. We hope he will be quite fit to return north next season.

Rev. F. H. Gibbs, who was for some time at Port Harrison, is now at Fort Chimo and Rev. H. N. Duncan is returning to Pond's Inlet after spending the winter in England.

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ST. JOHN'S

The M.S. *Fort Garry* is on her fourth voyage to Labrador posts. This vessel made a record trip during this summer, leaving St. John's on the night of June 23 with a full cargo, calling at all Labrador posts inward and outward, and arriving at St. John's again on July 11.

His Excellency the Governor of Newfoundland, Sir John Middleton, paid a visit to Labrador during July, when he visited Cartwright, Rogolet, and Northwest River. At the former place he was given an official reception. Those taking a prominent part in the reception were Judge Murphy, Rev. S. Lawton and the district manager, S. H. Parsons. The governor and party also paid a visit to the fox ranch at Muddy Bay, and spent a day fishing at the Company's log cabin on Eagle river, where the governor landed three fine salmon.

The M.S. *Young Harp* was outfitted by Job's Stores Limited on August 4 to take care of the Oxford expedition which is proceeding to Akpatok island in Ungava Bay. It is expected that the expedition, which consists of ten Oxford scientists, will spend about eight weeks in Ungava Bay.

A. Macpherson returned to St. John's from Cartwright on July 18.

F. A. Colbourne, of the St. John's agency staff, is at present on vacation at Harbour Grace.

Miss Casey, of the Montreal office, paid us a visit on August 7.

HBC General Court

(29th July, 1931)

THE General Court of the Hudson's Bay Company was held on 29th July, 1931, in the Company's Fur Sale Room at Beaver House, London, E.C., Mr. P. Ashley Cooper (the Governor) presiding.

The main points of the Governor's speech were as follows:

"It is now barely six weeks since your Board did me the very great honour of electing me to one of the most honoured commercial positions in the British Empire, that of Governor of the Hudson's Bay Company.

"That is a position which carries with it all the prestige of two hundred and sixty years of history and tradition; but, having said this, let me make one point clear at once. I have been brought up in a school of hard experience, and I know quite well that reference to our past glories is very poor consolation to a body of shareholders who find themselves in the position which you do today. So you can take it from me that, until I am in a position to present you with a considerably better set of accounts than those which you have before you today, you need only expect from me plain unvarnished facts, probably sometimes unpalatable facts.

"Now, before turning to the accounts, I would just like to tell you this. In this short time during which I have been with you, I have done three important things. Firstly, within four weeks of my appointment I had to put my name on behalf of the Board to the report which you have in your hands. That report refers to a period for which I and your new directors can take no responsibility; but I can assure you that before that report was signed your Board left no stone unturned to ensure that in it, and in the set of accounts attached to it, there was disclosed to you the true state of affairs so far as we in London have been able to ascertain. Secondly, I have arranged to visit Canada, in order to make an examination of the principal activities of the Company on the spot. Thirdly, I have been able to persuade two most experienced directors with valuable connections to come and help us.

"It is with great regret that we announce the resignations of Mr. Vivian Hugh Smith and Sir Hewitt Skinner. Immediately on my joining the Board, certain resignations were placed in my hands. I had hoped to retain the benefit of these two gentlemen's counsel, but they both felt that, having helped me through the transition period, they would prefer to be released. It is to fill the two vacancies thus created that we recommend the election of Sir George May and Mr. E. R. Peacock.

"We state in the report that we believe that we have made some improvement in the method in which your figures are set out, and I hope that next year we will be able to make some further improvement. The fact that the situation has been faced whilst it produces a heavy deficit should give you some feeling of confidence that your reconstituted board is determined to face the realities and to tell you fully and frankly where you stand.

"As regards shares in and advances to subsidiary companies, etc., it is an extremely difficult thing to arrive at any exact valuation in times like these. A year ago, or even less, conditions in Canada were by no means what they are today, and the values placed on them may well have been justified, but we have looked at the position as things are today and, therefore, after most careful looked at the position as things are today and, therefore, after most careful consideration, we have decided to make this reserve.

"Having done so, I believe that the balance resulting fully represents the value of this item on the balance sheet. We have not eliminated the suspense

account; and I am not at all certain that we will ever be able to eliminate it, because, as you are well aware, the various departments of our business close their years at different dates. I am sure you appreciate that the reason for our difficulties is the exceptional circumstances under which we carry on our fur trade in the Far North. This matter will have my careful consideration during the year, and, if we are able to improve or eliminate this account, we will do so. In the meantime, I am sure you will agree that the two headings 'net advances on account of next season's trade' and 'balance of other transactions, etc.,' are more intelligible to you.

"On the liabilities side, we have grouped the various reserves together in such a way that you can more easily grasp them. Otherwise, I think the items call for no particular comment, except for the buildings depreciation account. We have dealt with this fully in our report, and I would like to emphasize that we have not altered the periods over which we are writing down the various items. I would further emphasize that the previous method adopted was a perfectly correct one, but, for reasons which we have explained in the report, we have decided that it is better to have a flat rate rather than a cumulative sinking fund rate, and in addition to £96,000, the provision under the old system, the sum of £296,000 is required to make up the difference between the one method and the other.

"While this is a question of method rather than of accountancy, I am sure you will agree that it is more prudent to adopt this course and that it is essential for us to deal with it now. We shall know exactly where we stand in years to come in respect of these properties with an annual charge of £196,000.

"I will now deal with the trading and other activities of the various departments. With regard to the Fur Trade, the total collections showed considerable decrease compared with the previous year, for the reasons mentioned in the report, and, in addition, the decline in fur values to which reference was made at the General Court last June continued in the Company's subsequent auctions in October, 1930, and January, 1931. As you know, your Company's Fur Trade in the Far North is carried on under somewhat unusual conditions.

"Many of the Fur Trade posts are in remote and isolated regions, and communication is limited to once a year, when the supply vessel calls to deliver fresh stocks of merchandise and to bring out the furs collected during the winter. Consequently, in many instances it is impossible, when fur prices fall, to instruct the post to reduce their purchasing tariff sufficiently early. In these circumstances, therefore, losses are inevitable; but you will appreciate that on a rising market the same factors tend to enhance profits.

"With regard to the Land Department, the results are most disappointing, due to continued decline in price of wheat and general commercial depression which has affected not only Canada but the whole of the world. Prospects for this year's crop have been seriously impaired by prolonged drought in many wheat areas in the prairie provinces. Until the conditions I have described improve, we cannot expect to sell much land nor can we expect much revenue from the Land Department, and we must be prepared to continue the traditional policy of the Company giving sympathetic consideration to the circumstances of those who are the Company's debtors in connection with the purchase of lands.

"The Stores operations have been affected by the prevailing adverse conditions and the general reduction in buying power. The results for the year show a loss.

"With regard to our oil interests, current development work has to some extent increased our investment, but I should like to make it clear to you that, in agreement with our associates, all expenditure in this direction is being cut to a minimum. I might add that exploration work has not reached the stage where I have very much of interest to tell you, although oil in small quantities is being produced.

"With regard to the position in Western Canada generally, I would be failing in my duty if I neglected to pay a tribute to the magnificent spirit of courage with which all members of the community are meeting a situation of almost unparalleled difficulty, and I would also like to stress the great powers of resistance to prolonged depression which are so often shown by an agricultural population.

"We must all face the serious realities, and, in doing so, we must all pull together. No section of the community should allow blind optimism to obstruct a full appreciation of the hard facts nor on the other hand should undue pessimism be permitted to stampede any of the interests involved. Otherwise one can foresee a situation arising which might seriously retard the further development of Western Canada. If we all pull together, and if no further unforeseen calamity occurs, I am sure the economic structure of that wonderful region will be sufficiently strong to withstand the strain.

"In a very few weeks I shall be discussing our problems with our Canadian Committee. From time to time, their powers have been extended and, since September, 1930, it may be said that they are virtually in charge of all our operations in Canada. Our Canadian Committee is our general staff in the field. It is our duty in London to convey to them the wishes of the proprietors on broad lines of policy and, after that, to ensure that we give them the fullest support in putting that policy into effect, a task which their knowledge of local conditions should make them eminently fitted to perform. Before passing from the subject, I should like you to join with me in voicing our appreciation of the services of our colleague, Mr. George Allan, K.C., and his fellow members of the Canadian Committee.

"Another point to which I would draw your attention is our staff. The vast majority of them are, of course, in Canada, working under the instructions of our Canadian Committee, but, at the same time, I should like to draw your attention to the fact, sometimes forgotten, that ours is a business which stretches from mid-Europe right across North America to the Arctic. Our fur selling organization is centred in London. Our ships regularly cover the Atlantic, Arctic and Pacific oceans. In many of our departments, the service which the men of the Hudson's Bay Company render to you proprietors is not only the loyal service which you who are in business no doubt receive from your own employees; it is something more. The conditions of our service are such as often involve danger to life and limb. I am sure you will wish to convey to all members of our management and staffs who are working in your interests under very difficult conditions a message of thanks and encouragement.

"We are faced with world conditions unparalleled for many generations. The wide-spread operations of our great undertaking expose it to the full blast of the storm. Moreover, we have to contend with grave difficulties peculiar to our own organization. So far as I can see, it will be some time before world conditions in general, and the situation of your own company in particular, can show any marked improvement. Your new directors have taken office at a time when prospects might well dismay the stoutest heart. But, having set our hands to the plough, we are going to see the matter through. In times like these, Governor, Board and proprietors must work together to preserve this great heritage. I, as your Governor, am supported by loyal, able and experienced colleagues, but, if we are to devote ourselves to the protection of your interests, we must feel that we have the support of the proprietors. And I know that already, in large measure, we have that support. We cannot perform miracles, but I promise you that whatever can be done by prudence, foresight and determination will be done. Therefore, I ask you not for the support of the majority, but for the active co-operation of everyone of you here today."

All resolutions and recommendations made by the Governor and Committee were adopted unanimously, and the meeting closed with a vote of thanks to the Canadian Committee, the management and staff for their efforts in the past year.

BALANCE SHEET—31st MAY, 1931

LIABILITIES

	£ s. d.	£ s. d.	£ s. d.
Shares, £1 each		3,000,000 0 0	
lative Preference Shares, £5 each		2,000,000 0 0	
		£5,000,000 0 0	
Shares, £1 each, called up		2,492,224 0 0	
		137 0 0	
		2,492,087 0 0	
tive Preference Shares, £5 each, fully		2,000,000 0 0	4,492,087 0 0
s—			
ount		4,476,672 0 0	
ions per Report		1,384,644 4 4	
		3,092,027 15 8	
se 9 of Supplemental	610,000 0 0		
-31	13,000 0 0	623,000 0 0	
ount	300,000 0 0		
gainst Land Account	28,221 15 11		
		271,778 4 1	3,986,805 19 9
s—			
		150,000 0 0	
s' Pensions		275,000 0 0	
re		25,000 0 0	
			450,000 0 0
tion Account—			
930		370,000 0 0	
930–31 charged against Trading		96,000 0 0	
		466,000 0 0	
Share Premiums Account		296,960 0 0	
			762,960 0 0
es and Provision for Contingencies			1,087,100 15 2
			£10,778,953 14 11

ASSETS

	£ s. d.	£ s. d.
Land, Buildings and Equipment in Canada at cost, *less* amounts written off	5,525,448 7 3	
Freehold and Leasehold Premises in London at cost (of which £623,000 represents investment of Capital Reserve Fund per Contra)	993,714 19 7	
Ships and Steamers at cost, *less* Depreciation	74,462 13 8	
Shares in and Advances to Subsidiary, Associated and other Companies, at cost, *less* amounts written off and Reserve	359,034 19 11	
Total Fixed Assets (exclusive of Land Department)		6,952,661 0 5
Merchandise on hand and in transit as valued by the Company's Officials (*less* Reserve)	2,099,634 10 8	
Debtors (*less* Reserve), Payments in advance, etc.	1,017,274 9 2	
Cash at Bank, on Deposit, and in hand	413,327 17 10	
Total Current Assets		3,530,236 17 8
Net Advances on account of next Season's Trade	349,629 12 11	
Less Balance of other transactions since 31st January, 1931, for account of Canada	53,573 16 1	
		296,055 16 10
Land Department— Assets not brought into account—		
Unsold Lands vested in the Company, 2,381,365 Acres		——
Outstanding Instalments in respect of Land sold, £2,283,550		——
		£10,778,953 14 11

igures incorporated in this Balance Sheet are those of the Fur Trade y, 1930, and of the other Departments at 31st January, 1931, being the e usual practice of the Company to terminate its respective departmental ı.

Dividend has been paid to 31st May, 1930.

gent liabilities in respect of uncalled capital on shares and guarantee of idiary Company.

Note—FREEHOLD AND LEASEHOLD PREMISES IN LONDON

Since 31st May, 1931, a sinking fund redemption policy has been effected at an annual premium of £1,767 10s. 0d. to cover the full cost of these buildings, payable at the expiration of the leases (see page 6 of the report).

AUDITORS' REPORT TO THE PROPRIETORS

d the above Balance Sheet with the Books of the Company in London, and with the Audited Accounts received from Canada made up to the dates referred to in Note 1 on the obtained all the information and explanations we have required. In our opinion, the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the ding to the best of our information and the explanations given to us, and as shewn by the Books of the Company in London and the Audited Accounts received from Canada.

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DELOITTE, PLENDER, GRIFFITHS & CO., *Auditors.*
Chartered Accountants.

Capital Authorized—
3,000,000 Ordinary S
400,000 5% Cumu

Capital Issued—
2,492,224 Ordinary S
Less unpaid

400,000 5% Cumula
paid

General Reserve Account
Share Premiums Acc
Less Appropriat

Capital Reserve Fund—
Set aside under Clau
Charter of 1912
Added 1930

Saleshops Extension Acc
Less Appropriated a
Deficit

Specific Reserve Account
Insurance
Officers' and Servant
Provident and Welfa

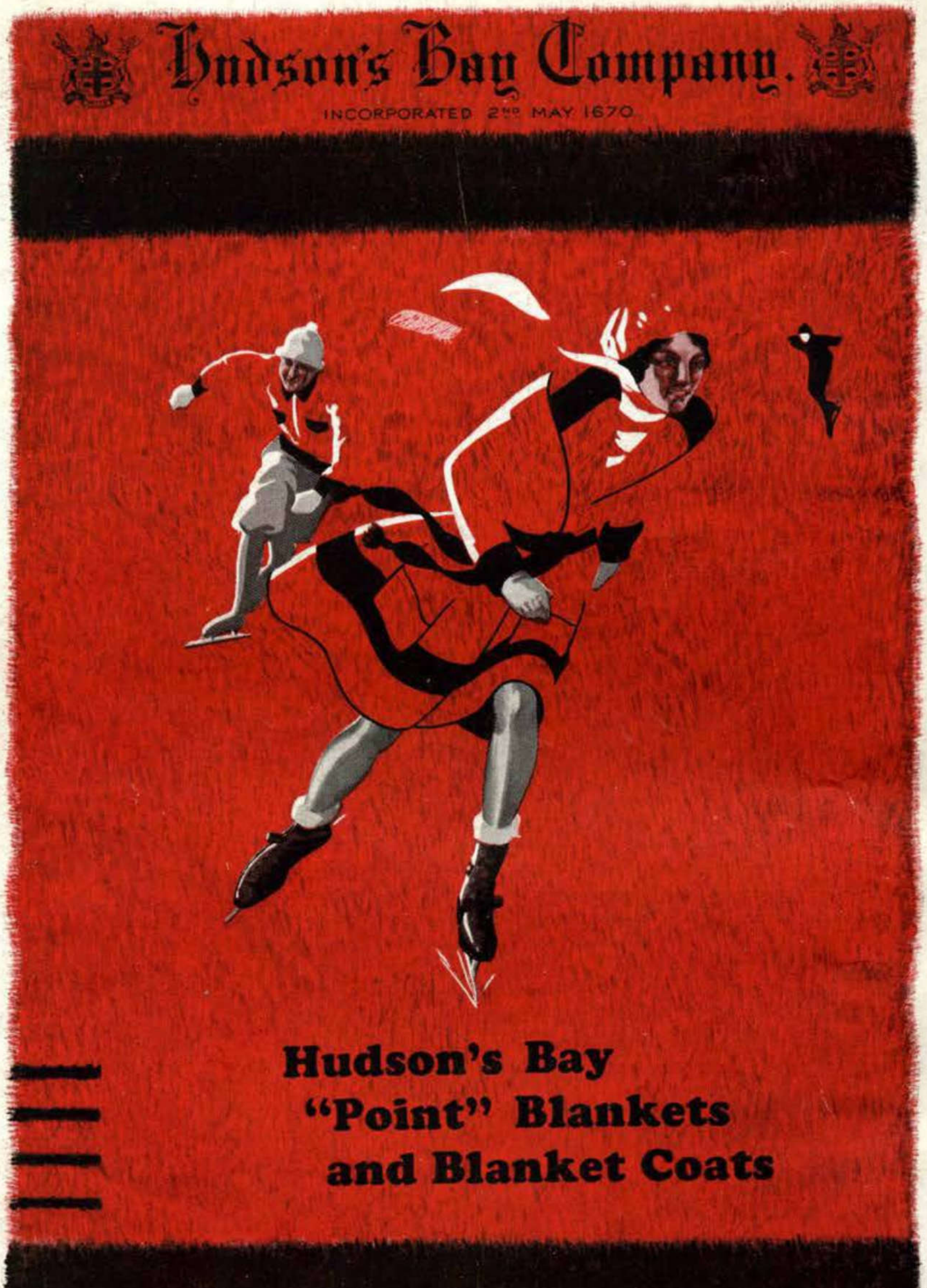
Buildings, etc., Deprecia
Balance 31st May, 1
Annual Instalment I

Add Transfer from S

Creditors, Accrued Charg

NOTES—
(1) The Canadian
Department at 31st May
dates upon which it is th
financial years in Canad
(2) The Preference
(3) There are contin
bank overdraft of a Subs

We have examine
Balance Sheet, and have
Company's affairs, accor
5 London Wall Buildings
London, E.C.2.
11th July, 1931.


Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.
Hudson's Bay
"Point" Blankets
and Blanket Coats

THE SEAL OF QUALITY
MADE IN ENGLAND
None Genuine without this Label